

IND

MODEL CAR Science

MAY 1969

50¢
SPECIAL HOBBY
SHOW REPORT!
Here's what's
new for 1969



CONTEST WINNERS NAMED
Monogram's "TIJUANA TAXI"

BUILD A CUSTOM HO SCALE TRACK

Race Report: FIRST '69 MCS/USRA RACE

CUSTOMIZE THE "E" JAG/PART III (FINAL)



**Tom Daniel Originals
At Your Favorite Store**

It's a laugh a minute with the Tijuana Taxi and the Ghost of the Red Baron



Ghost of Red Baron... He Shakes His Head When You Nudge Him

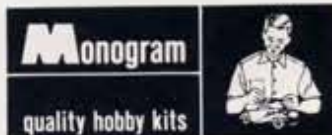
A new kind of hobby fun kit. It's a 7-inch tall model of the legendary Red Baron's grinning skull, wearing a chrome plated spiked helmet. Display stand is a chrome plated aircraft engine valve mounted on a famed Iron Cross. Flexible mounts permit skull to

bob back and forth when nudged. Snap together assembly. Kit includes "stick-on" inserts for base and yellow-tinted "granny" spectacles for his nibs. Great for desk or car rear window. PC220. \$2.00

Tijuana Taxi... New Addition to Monogram Unbeatable Fun Car Series

Take a Tijuana Taxi. You'll love it. This "south-of-the-border" trap is an instant riot. A crazy wild and way-out Tom Daniel creation in 1/24 scale. Features a Pontiac custom engine with lots of chrome, wide drag

slicks, custom mag wheels, upholstered fender seats for 2nd class passengers, top, rear-facing seats for third class; a really fancy interior for 1st class riders. Rear trunk and chicken coop. Kit PC222. \$2.00



Monogram Models, Inc., Subsidiary of Mattel, Inc., Morton Grove, Illinois.

MODEL CAR SCIENCE

VOLUME 7, Number 5

ON THE COVER

Wild cars, right? Right! And they're just some of the beauties that the "Look Ahead" companies have in store for you in 1969. The photos were shot at the hobby show in Chicago (full report starts on page 20). You'll see all of the cars, in detail, in future issues of MCS. This issue concludes the three part installment on Monogram's E-Jag customizing project. We believe you'll "flip out" over this gorgeous machine. Check page 50 for full details.

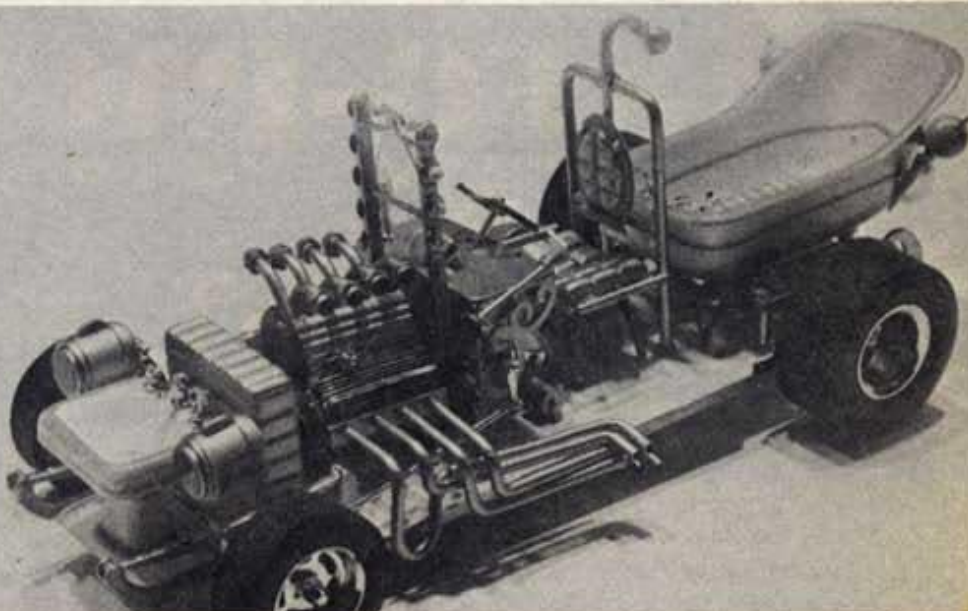


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Model Mail



THANKS FOR THE HELP

Your article on slot car lubrication jobs in the February issue really helped. My car was running like a snail 'til I tried the trombone oil. Then it really ran!

Incidentally, the modifying article on the Strombecker set really did the trick for my nephew's Strombecker cars, too. I'd like to see more stuff like that in the future.

Davy Hughes
No address

Thanks, Davy. We try to give you that kind of helpful information in every issue of MCS.

CORRECTION

In the March, 1969 issue of MCS, in the parts list for "Customizing Monogram's 'Big E' Jaguar" by Dennis Doty, the Jag kit number was listed as PC-91. The correct number should be PC-98. PC-91 is the number for their 1/24 scale '40 Ford pickup.

Jeff Goldner
Liberty, N.Y.

Right you are, Jeff. Thanks for spotting that.

AND YET ANOTHER

In the March issue of MCS, on pages 44, 45 and 46, you have an article on the Fabulous Fiat. You make a point of stating in the article that this car is imported exclusively by Sinclair's Auto Miniatures, of Erie, Pa., and that the kit is available only from them. I'm sure I won't be the only dealer you'll hear from, but I've been handling this kit for the last two years. It is available to dealers through UPC and Boyd Models.

In this same series there is also an Alfa Romeo Monza 1931 at \$85.00. I guess you might blame your oversight on the flu bug as you noted in the beginning of the March issue.

Willis Moser,
HOBBIES, Inc.
113 N. Ninth St.
Allentown, Pa. 18102

Our apologies, Mr. Moser. I wish we could attribute it to the flu bug, but we were under the impression that the kit was available only through Sinclair's Auto Miniatures. We made the same error in the April issue, when we ran the story on the Alfa that you mention. We hope this sets the record straight.



HERE'S A CHALLENGE

The 46" trophy shown here is the "Magic City Challenge Cup" trophy, which is available to any four drivers who will come to Billings, Montana and beat the Magic City team in a "match" race. We will provide room and board to the drivers while they are here. Cars are Group Seven Sports Cars (only) built strictly to the 1969 National Championship Rules as published in MCS. No tire compound allowed.

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O. Doty, Race Director
Magic City Hobbies
2805 Montana Avenue
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There you are men. Any takers out there? Where else can you get free room and board to boot?

SORRY, CAN'T HELP YOU

Would it be possible for one of your gang to make us some special 1/24 scale clear plastic bodies, to our specs? We have several team members here who would buy the shells. We're looking for something "different." Can you help?

Mike Tessa
No Address

Well Mike, we had to shorten up your letter considerably, to get it all in, because we didn't want you to be disappointed when you found a short "no" at the end of a long request for help. We'd like to help, but that's a lengthy job, and all of our staff members are usually up to their ears in projects as it is. We get many letters asking us to build special chassis, etc., but it's just physically impossible because of that most precious commodity of all-time.

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The "King of the Road!" That's what AMT's beautiful 1/25 scale Peterbilt truck is! Popularly called "The California Hauler", this truck has ten truck-type vinyl tires, complete suspension system, two exhaust stacks, air conditioning unit, grab handles, realistic splash guards, and a super-detailed instrument panel. In fact, there are 266 pieces, 112 of which are chromed. That's about three times more pieces than in a normal 1/25 scale kit. Price is \$5.00.

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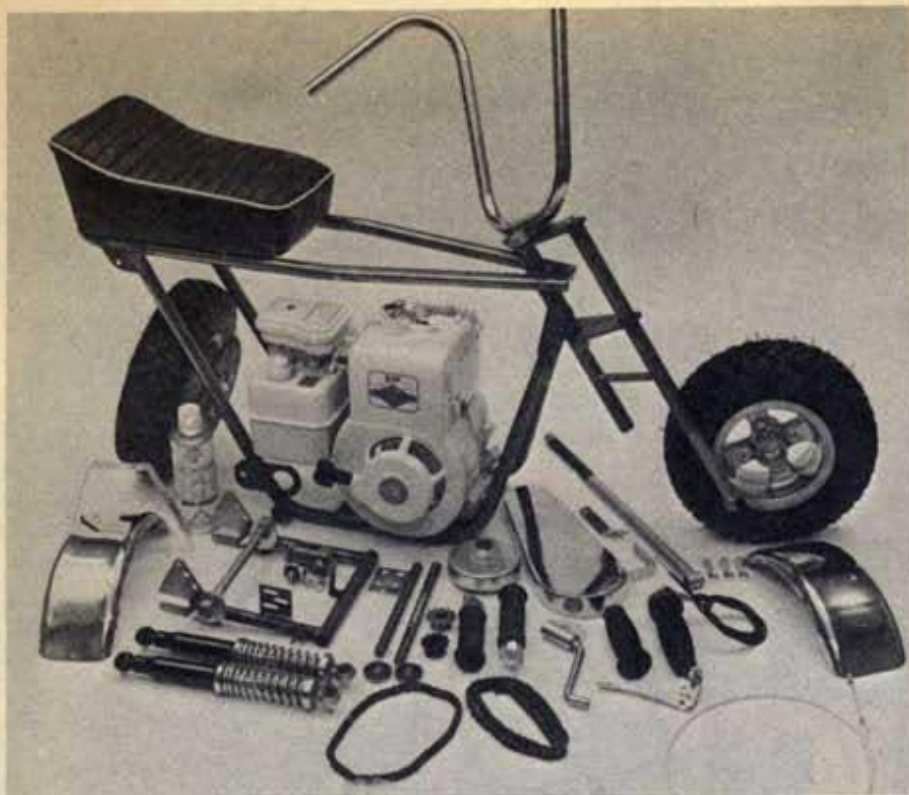
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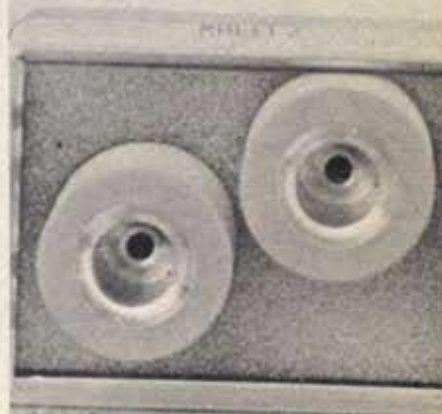
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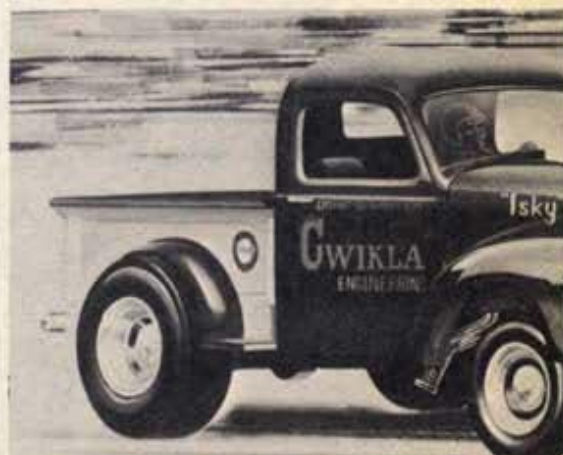
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MPC's new "Grand Prix" series, can't miss! First in the series of 1/25 scale cars is this exciting Lotus "STP" Turbine. It features super-detailed suspension and engine parts, 4-wheel drive set-up, bucket seat and a clear windshield. In addition, four wide tread hollow tires, clear engine cowl, mag wheels, rollbar and authentic Lotus markings finish it up right. We can't wait to see the next (and the next, and the...) car in the series!



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MEXICAN BUG



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build it as a hot street-modified machine with EMPI speed equipment. Or you may want to build the ever-popular "stock" VW. Take your choice—they're all detailed, authentic, fun to build. Under \$2.00, where toys or hobbies are sold. Send 35c for new 1969 color catalog of Revell kits. Revell, Inc., 4389 Glencoe Avenue, Venice, Calif. 90291.

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1904 DARRACQ

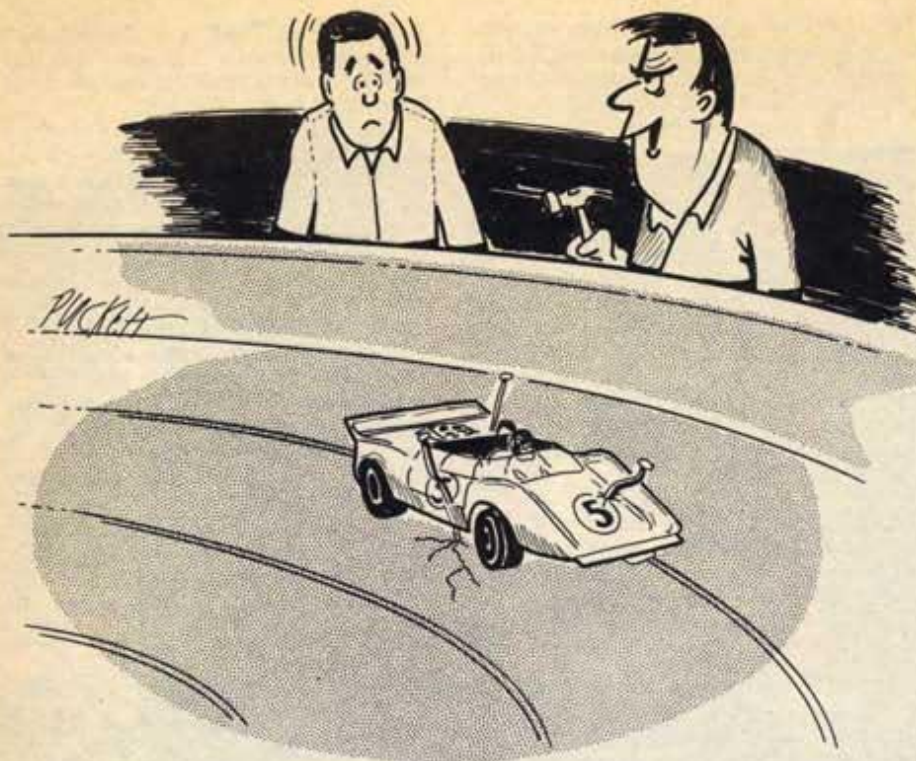


1907 LANCHESTER
LANDAULETTE



1911 ROLLS ROYCE

Hmmm...1/32 scale Early Custom Car Kits! MPC, always one of the leaders in the latest trends, has really hit upon a good thing with their entry into the "middle scale" antique car field. How does a 1904 Darracq grab you? Or perhaps a 1907 Lanchester Landaulette? Well then, surely you'll recognize the 1911 Rolls Royce! We knew you would. Each kit offers builders two ways to go. Build the cars stock or make wild drag machines out of them! Each kit includes chrome racing parts, the latest racing tires and decals, parachutes, and racing wheel covers. They're just \$1.00 each too, which makes it easy on the pocket-book.

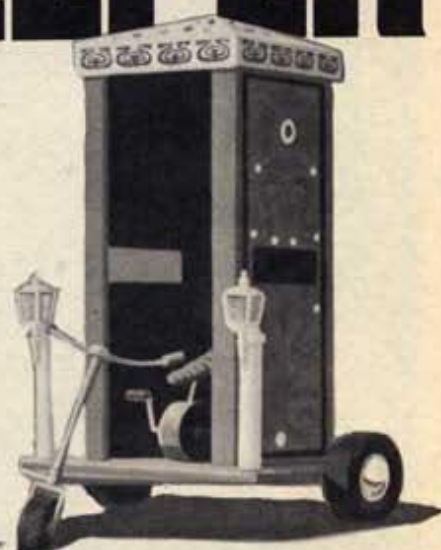


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HO the scene

By Tom Payne

Through the magnifying glass into the "little world" of racing.

"WINNER OF THE MONTH" DEPT:

Cliff Osgood, of 8539 Burkhall Street, Jacksonville, Florida 32211, wins this month's one year subscription to MCS for his beautiful four lane Aurora layout. The sections are numbered 1-70 and color coded yellow, green, blue, and red. The sectional plastic track was painted grey to simulate concrete and to give better trac-

tion. Power is by six Aurora 20 volt power packs, and the track is wired for brakes and has phone jacks. The current lap record is 7.8 seconds.

It's a great track, Cliff. Congratulations. Your first copy of MCS will be in your mail box soon. Any of you other fellows out there who want to win a one year subscription to MCS, just send a clear black and white photo of your track, plus a short description to me, Tom Payne, % MODEL CAR SCIENCE, 131 Barrington Place, Los Angeles, California 90049. I can't return photos, and I'm swamped with letters, so personal replies are not possible. I'll try to answer the most commonly asked questions in this column each month.

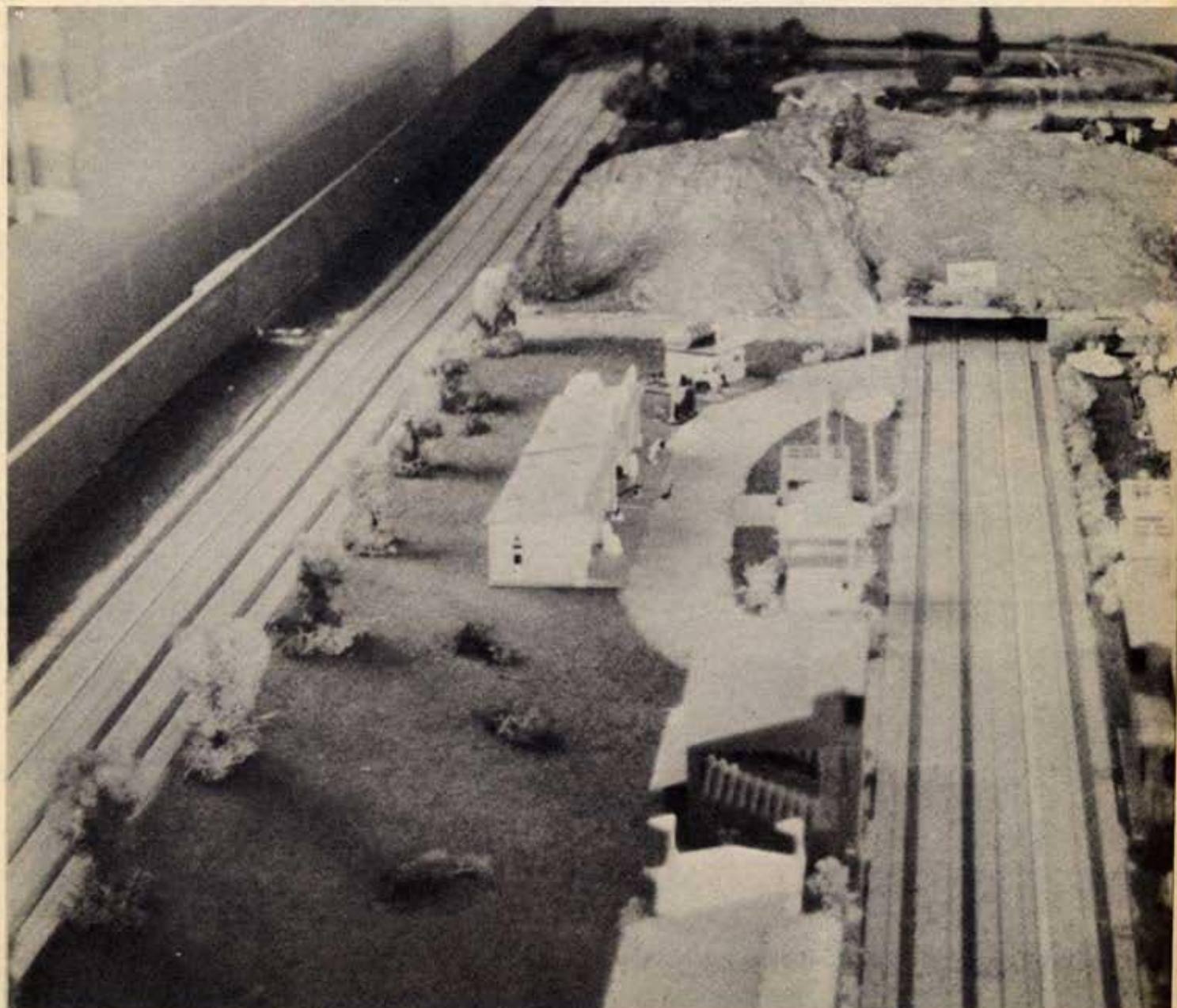
HERE AND THERE

Randy Kemp, the winner of the February contest of the month, dropped me a line recently and expressed his views about the delay

between the time a manufacturer's products actually appear on the shelves, and the time the manufacturer advertised it.

Good point, Randy, but I'm afraid you (and all of us) are stuck with this method of merchandising. Here's why the manufacturers do that. A manufacturer naturally wants there to be a lot of interest in an item before it appears on the market, so the public will be eager to buy immediately. Soooo...you guessed it, the way they generate this interest is to advertise for a period of time before the item is available, in order to whet the customers' appetites. It's frustrating for us, but that's the way they work it.

Of course, there are those rare instances where the manufacturer decides to drop an item before it actually goes into production, and that really leaves a lot of us fellows up in the air. It's just the way the advertising game works.



MY MAIL SAYS...

Gary Nass, of Broadview Heights, Ohio says that parakeet gravel paper makes great scale gravel for an HO layout! Thanks, Gary, I'll try it.

Mark Snyder, who lives in Easton, Pennsylvania, says his mom has some crazy notion that HOCCI might be a "fly by night" organization, and wants me to set her straight. You're straight, mom! HOCCI (H.O. Competition Cars International) is a great, world-wide enthusiast's organization that is growing in leaps and bounds. They sponsor several highly competitive mail-in racing events around the country. Come on, mom, let ol' Mark join!

Ron Esterline, Vice President of the Glendale Racing Association of Indianapolis, Indiana, would like me to pass the word that his club is holding a race for H.O. scale Nascar and Trans-Am stock cars on May 29, 1969, the night before the Indy 500. Entrants must attend in person, no mail-ins allowed.

If you want to race, and you live in the Indy area, skip on over there. The first 25 entries received will be it, however. After that, entry fees (\$3.00) will be returned. The race site is located at 2837 E. 67th St., Indianapolis, Indiana 46224, residence of the club's secretary, Jack McKeen. The track will be open for practice at 5:30 p.m., May 29, with qualifications to begin at 7:00 p.m. The track is a 70' four lane, inlaid, landscaped road course. The feature race will consist of 200 laps (fifty laps each lane for the four finalists). Trophies will go to the top four finishers and the concours winner. Merchandise prizes will be awarded to all entrants, and 5¢ per lap prize money awarded to the leader of each lap of the 200 lap feature. Full results will appear in MCS, soon.

That's it for this month. Stay tuned, and let me know if you like this longer column. If you do, we might make it permanent!

"NEW PRODUCTS" DEPT:

Russkit's great new HO controller is a honey! It has a lot of the features of their #814, \$10.00 "Pro" controller such as a trigger of the same basic material and the same wiper button. A brake wire is also provided for tracks with provision for dynamic braking. At \$4.00, this 60 ohm controller is an excellent buy. I recommend it.

Russkit also plans to release a line of HO scale bodies very soon. Ron Von Klein, Russkit's Vice President, states that the entire line will be high in quality (naturally, Russkit's goodies always have been) and reasonable in price (ditto). Good on you guys! Keep the stuff coming!

AJ's National Raceways, a friend of the HO buff for many moons, has released a gaggle of new items that'll really "blow your mind!" Here's a list of what they've come up with: Kit TK-310 consists of one pair of threaded aluminum front wheels with hard rubber "O" ring tires, a threaded axle, and a pair of jam nuts for just 49¢. Kit TK-311 has one pair of aluminum front wheels (pin hole type), two stub axles (self-peening type), and one pair of brass spacers, for 49¢. Kit TK-410 "Special" features front end assembly TK-310 plus the TK-110 speed kit (one pair Sil-i-Kone slicks for the rear, one threaded axle,

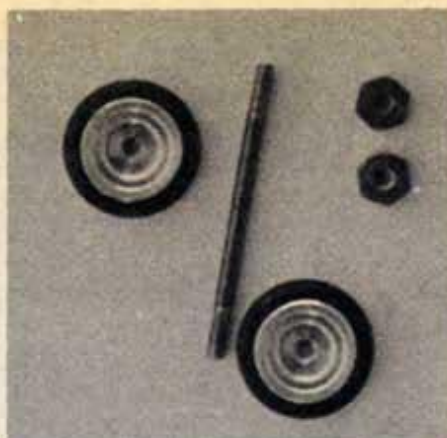


RUSSKIT CONTROLLER 810-60 \$4.00

knurled for gear, and jam nuts) all for \$1.19. Kit TK-103 is an assortment of three pair of brass spacers especially made for HO scale. These spacers are necessary for the HO enthusiast to get maximum performance from his car. Only 25¢.

While I'm at it, I may as well review all of AJ's HO scale goodies. Kit TK-110 features Sil-i-Kone slicks (now wider than ever for greater traction) on treaded axles with jam nuts. They're available in black, red, and white—75 ¢ Kit TK-210 is the same as TK-110, but with closed-cell sponge tires, available in black, gray, blue, red, green, and yellow—\$1.00. Kit TK-211 is the same as TK-210, but no axle and jam nuts are included—65¢. Kit TK-707 is AJ's "Golden Falcons," four Sil-i-Kone tires in black, red, white, and gold. These fit original equipment wheels—49¢ for the set of four. Kit TK-007 is AJ's ever-popular Sil-i-Kone slicks on push-on plastic hubs. Easy to install, in black, red, and white—49¢ a pair. And last but not least, kit TK-HO4 is a pair of sponge donuts that can be glued to any wheel and sanded down to any desired diameter. A great goodie for the buff who likes to make his own tires and experiment. Available in six colors for just 15¢ a pair.

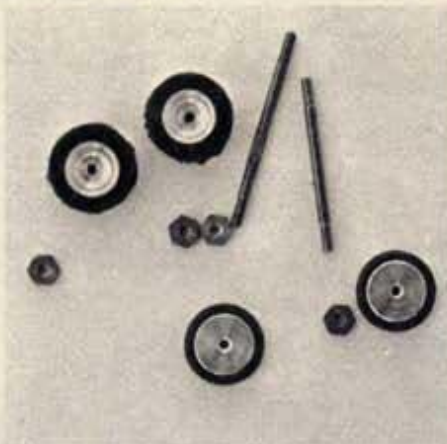
Quite a line up! In future issues, we're going to completely review each major HO manufacturer's lineup of HO scale offerings.



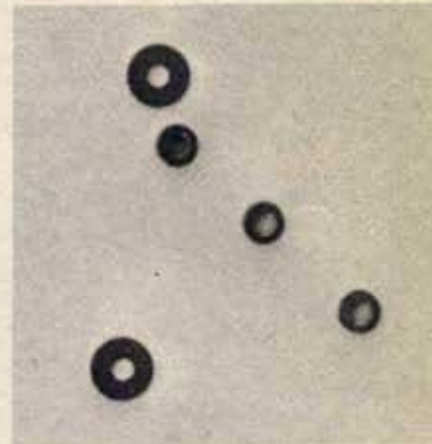
TK-310 - 49¢



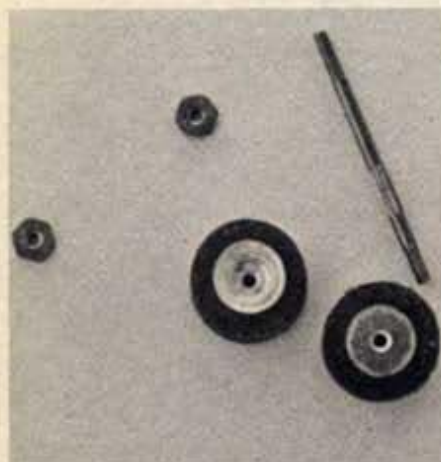
TK-311 - 49¢



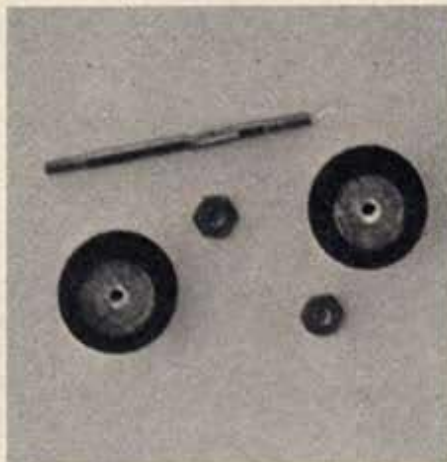
TK-410 - \$1.19



TK-103 - .25



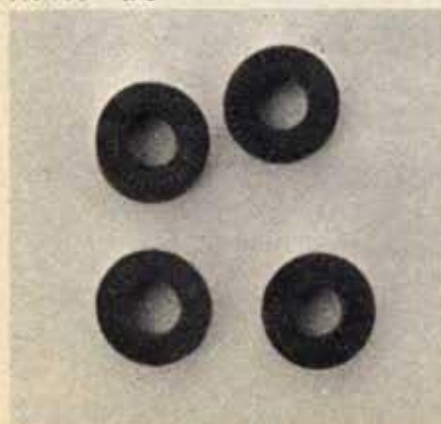
TK-110 - .75



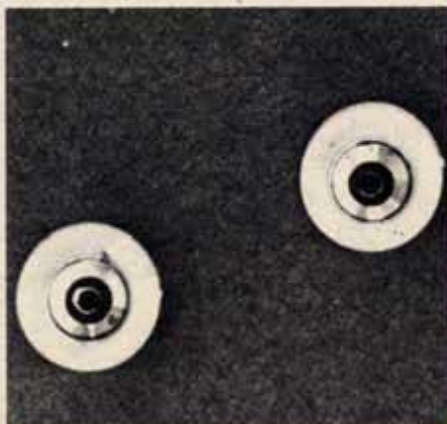
TK-210 - \$1.00



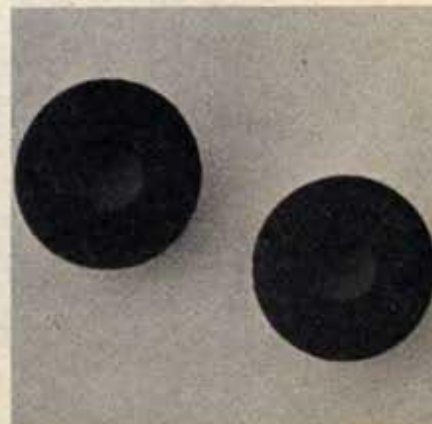
TK-211 - .65



TK-707 - .49



TK-007 - .49



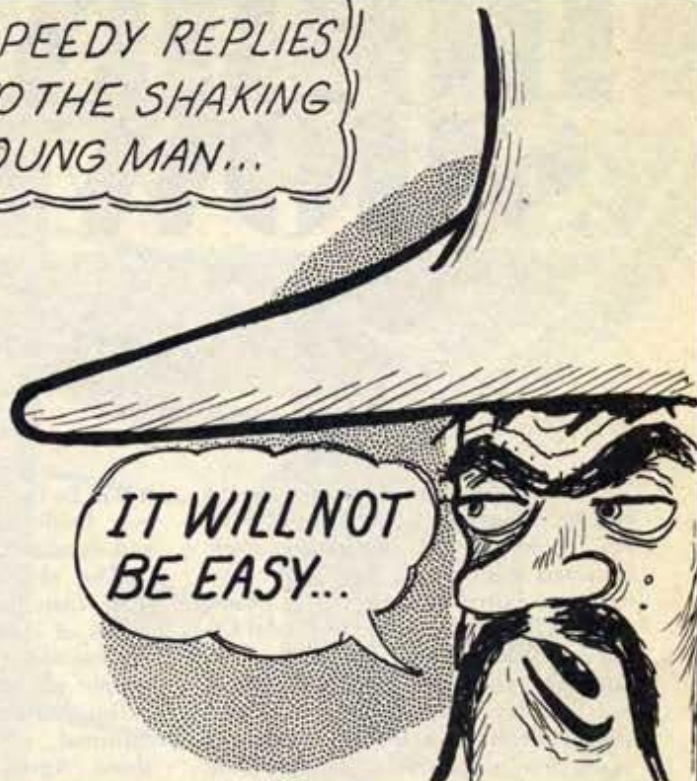
TK-HO4 - .15

SPEEDY

by PUCKETT



SPEEDY REPLIES
TO THE SHAKING
YOUNG MAN...



THE 1969 HOBBY SHOW

Here's a preview of what you'll
be seeing on your
dealer's shelves this year

In early February of each year the Hobby Industry Association of America holds its only national convention and trade show. The 1969 show saw the initial meeting of a Model Rocket Division to join the Model Car Racing, Plastic Model Kit, Radio Control, and other specialized divisions of the industry. The new Model Rocket Division will work through dealers to open new launch sites, clarify permit laws, and coordinate rocket engine testing with the N.A.R.

Static model kit builders can look forward to the largest national model car building contest ever. The contest is to be sponsored jointly by the H.I.A.A. and the publishers, with all of the initial organization the fruitful results of MCS publisher Steve Urette. Final details of the contest are still being formulated, but you can be sure

it will be the biggest model car contest ever held! You'll hear the full rules and details of the contest first in MCS.

The slot car manufacturers have their own independent and informal group of both H.I.A.A. members and non-members. Most of the same people who were responsible for first national rules were present for an informal meeting at the H.I.A.A. show. Again, this group has accomplished things that have only been cussed and discussed by larger organizations for the past five years or so. Look for a wild bumper and slot car box sticker campaign to appear in a near-future issue of MCS. The slot car group also had some rather heated and productive discussions about an inexpensive "production" class of slot car racing with a maximum cost per car to be set somewhere between \$15

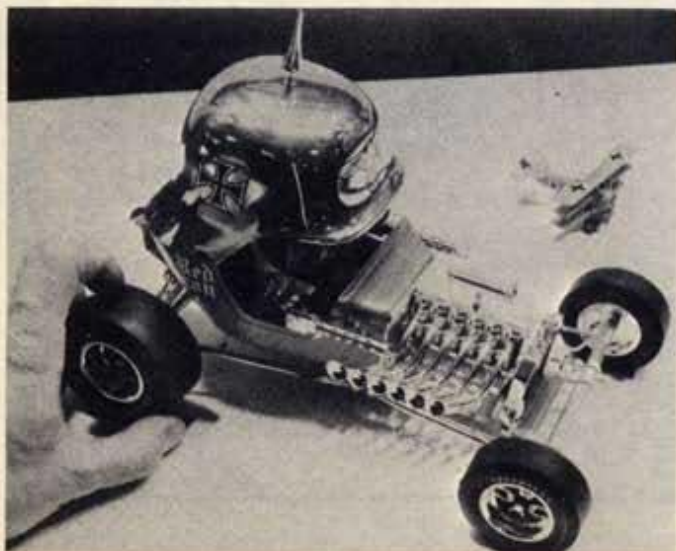
and \$20. Look for something definite in early summer.

1969 may be considered, in later years, as the first year of even near-commercial radio control racing. Model Rectifier Corporation broke the \$500-600 price barrier on multi-channel senders and receivers with a bombshell offering of a complete five channel digital proportional radio control sender and receiver unit complete with four servos for either plane or car application at \$300.00 assembled.

Russkit introduced a 1/12 scale Ford Mark IV body kit in thick butyrate for \$15.00, and a 1/8 scale McLaren MkVI body kit for \$5.00. Fully proportional R/C car racing is still an expensive hobby, and it is going to remain so, but a \$200-300 saving in sender/receiver gear and a pair of truly strong AND realistic bodies will make the hobby a lot more interesting to many more potential fans.

1969 is a comeback year for slot racing. More slot car parts manufacturers showed their wares than at any H.I.A.A. show since 1965. Most significant, though, was the quality AND the price of this year's offerings. Mini-Wheels, for example, introduced a new magnesium wheel with mounted and trued tire at \$2.98 a pair.

Phaze III offers a completely assembled chassis (less wheels, motor, etc.) with flip-flops, anglewinder motor mount, drop arm, and "Plumber" at \$8.98, or as a kit for only \$4.99.



Monogram's super size 1/12 scale "Red Baron" kit includes tiny triplane, \$6.00.



Seven inch tall skull with spiked helmet and valve stem stand is Monogram's "Ghost of the Red Baron" kit, \$2.00.

Mura introduced a brand new motor, the "B" Production with stronger magnets, larger brushes, better cooling, and a 1/16" lower profile for only \$9.95. New tooling and higher production have allowed Mura to offer the famous pink Cukras motor as a \$15 kit—not bad for the best motor you can buy.

Dynamic introduced a 1/24 scale stamped brass ready-to-run chassis (with Porsche 908 or '68 Can AM Ferrari body) with flip-flop body mounts, sidewinder motor, and drop pickup for \$9.95.

MRC displayed a new 5 ohm Endura controller with an exposed alloy heat sink for \$8.98, and the popular standard Endura in a new 2 ohm rating for \$7.98.

1/32 scale racers can rejoice in having TWO new ready-to-run chassis that really do handle. Russkit introduced a new all-brass ready-to-run car with a well designed "rattly" pan/body mount. I've had a chance to run the car in 1/32 club races with both the stock Russkit 28 motor and one of the Mura "007" hot motors and it handles as well as any scratchbuilt car. The loosely-mounted body pan is one reason for the car's performance, and the other is an unusual idea of mounting the pickup on this same body pan to isolate it from the motor/chassis vibrations. The car is offered with either the Saylor/CroSal Olds or '69 Stingray-racing bodies at \$9.95.

Dynamic presented a beautiful stamped brass 1/32 scale anglewinder chassis complete with drop pickup and flip-flop body mounts. It's a proven design that scratchbuilding 1/32 racers consider the best, but Dynamic's is a ready-to-run! With Porsche 908, Ford MkIV, McLaren MkVIII, or '68 Can Am Ferrari body at \$9.95 RTR.

Other products of interest to 1/32 scale racers included Revell's new AMX and '69 Stingray ready-to-run home set cars at \$6.00. Revell will also have \$1 display kits of these two as well as a Javelin and '69 Barracuda.

Riggen showed a modish little RTR dune buggy coupe in 1/32 at \$8.95 RTR.

Model Rectifier is now importing 1/30 scale static model built-ups of the Porsche Carrera 10, Chaparral 2F, and Nissan R-381. The bodies that Dynamic and Russkit offer on their respective ready-to-run cars will also be available as individual, but unpainted, items.

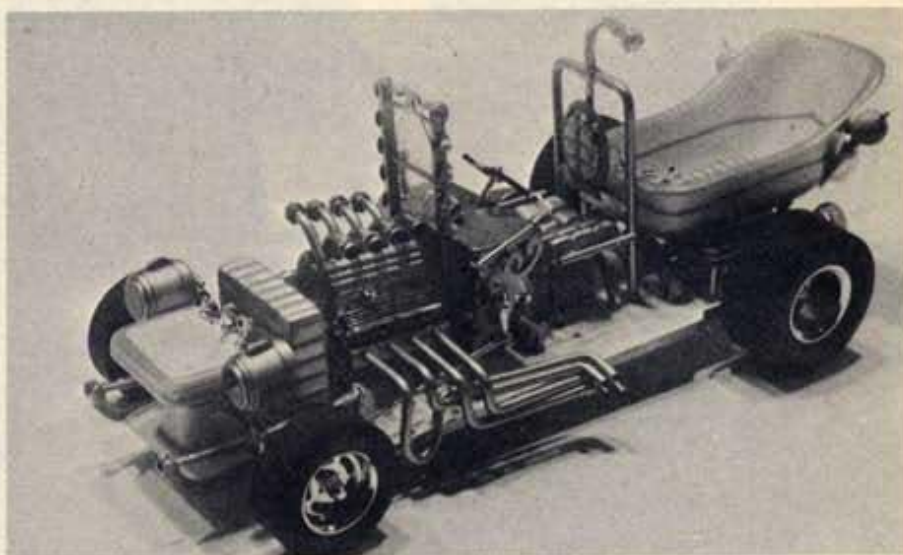
HO fans will finally be getting some of those long-promised parts. Mini-Wheels displayed a neat brass pan that'll fit any of the standard Aurora chassis with no modification, \$6.69.

Mini-Wheels is also offering supertraction replacement tires in the standard Aurora size at 39¢ a pair and in the large Aurora or Tyco size at 49¢ a pair.

AJ's now offers either threaded or pin hole type "O" ring front tires on aluminum wheels at 49¢ a pair, axle spacers at six for 25¢, and a special hop up kit of threaded front wheels with "O" ring tires and threaded rear wheels with silicone tires at \$1.19 complete with axles and spacers.

Tyco displayed a Gulf Oil-type Ford GT with all those scoops, a Porsche Carrera, a Z28 Camaro, and an AMX.

Aurora finally is producing their GP cars at \$4.00 each. Aurora usually saves a few new items for the toy show a month after the H.I.A.A. show, but a new Cheetah and Firebird were at the hobby show.



Who else but George Barris would build a full size "Bathtub Buggy." Monogram has the kit in 1/24 scale of \$2.00.

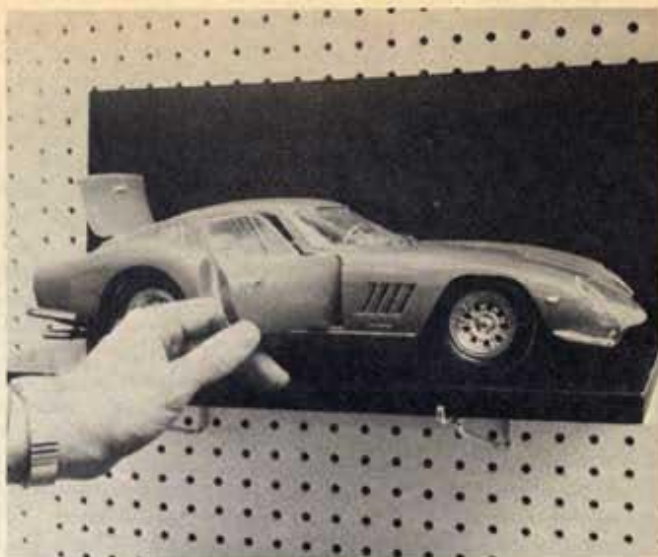


Look for Revell's wild '53 Chevy panel truck kit in 1/24 scale about October.



Revell's giant Police Harley will be on your dealer's shelves about June, \$5.00.

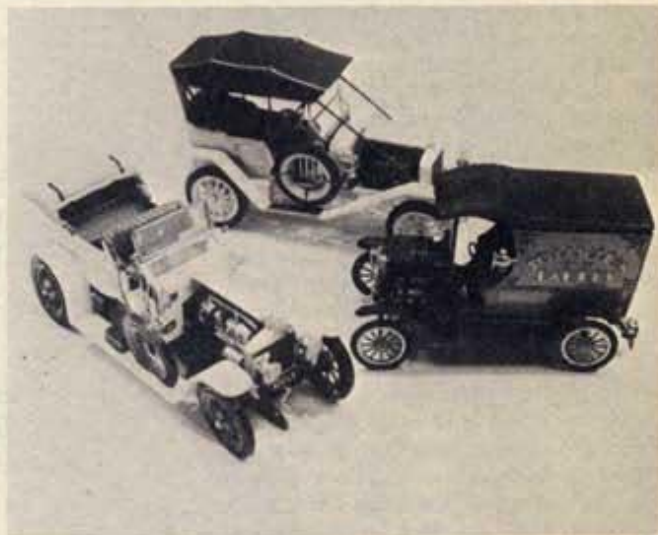
THE 1969 HOBBY SHOW



Renwal has kitted one of the most beautiful of all the street Ferraris, the 275GTB, in 1/12 scale.



MRC/Tamiya's 1/10 scale Porsche Carrera 10 is COMPLETELY detailed and accurate.



Three of eight new 1/32 scale antique car kits from Pyro with brass-plated parts.



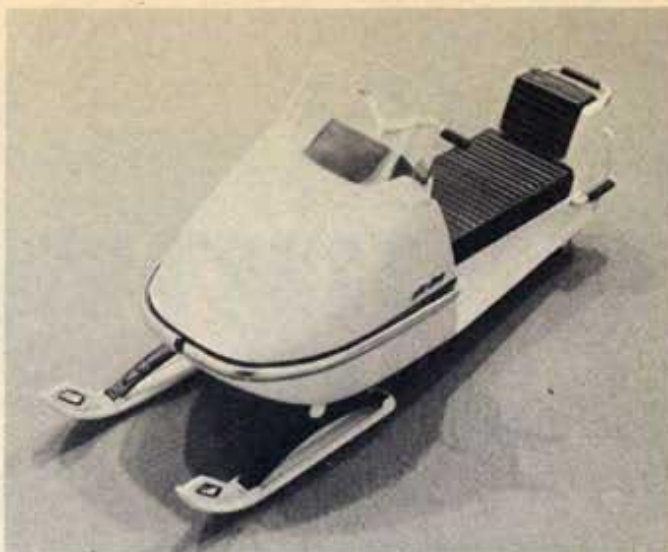
Scientific Models' 1910 Maxwell in 1/16 scale is a wood and metal kit. \$12.95.



MPC, again, is concentrating much of their effort on models of real gasser and funny cars. Ed Schartman's "Air Lift Rattler" is molded in pearlescent plastic, \$2.00.



Mr. Norm's famous Dodge Charger in 1/25 scale by MPC has authentic decals.



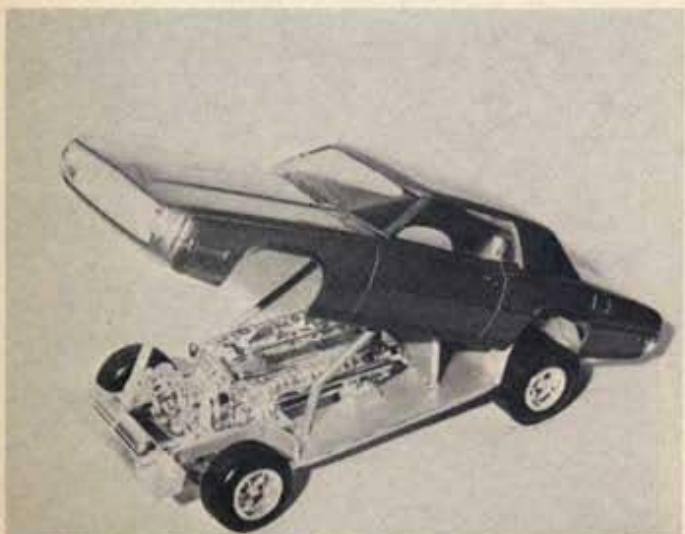
Why not? MPC'S 1/12 scale model kit of the best of the snowmobiles, the "Ski-Doo."



AMT will have their model of the new Opel GT out by the time the real car is seen.



At last a model kit of a long nose funny car. Russ Davis' 1969 'Stang in 1/25 by AMT. HS-15



Add an Allison engine to a T-Bird and you get AMT's "Allison Thunderland" in 1/25 scale.

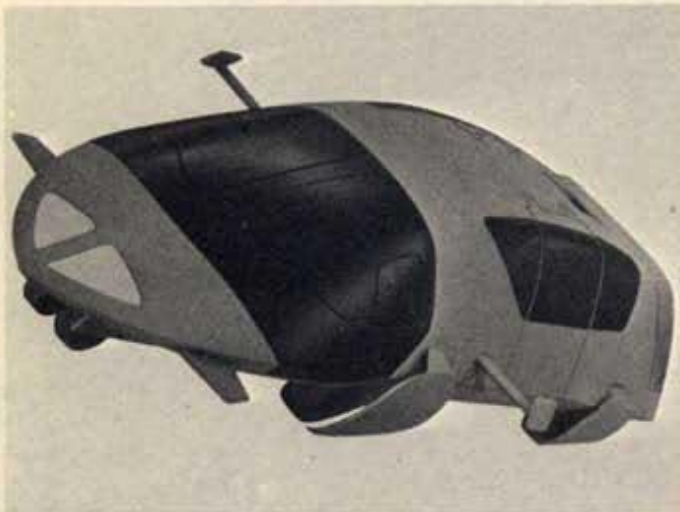


Ten wheels and 250 parts make up AMT's authentic Peterbilt "California Hauler."

THE 1969 HOBBY SHOW



Two new 1/43 scale kits a'comin from AMT—the VW and the first of a series of '69 cars.



AMT'S "Amtronic" is practical and well-engineered concept for future ground transport for city and/or expressway, \$3.00.



Sox & Martin '69 Plymouth GTX is one of three variants in the Johan 1/25 kit.



IMC's 1/25 scale Dodge L-700 Tilt Cab truck includes steerable front wheels, opening doors, "361" engine, \$3.00.

24/Model Car Science



For the collector, Corgi has a new removable chassis Mangusta in 1/43 scale.



Dinky Toys Mangusta is also 1/43 scale, with opening doors and engine covers.



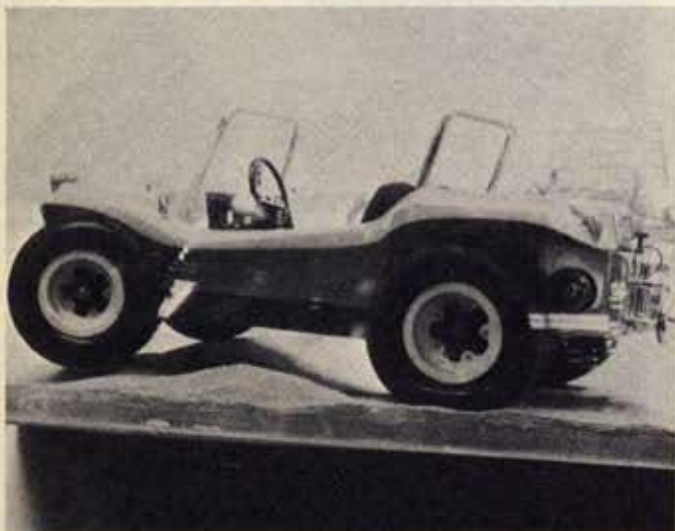
A new firm, Faracars, introduced the first in a series of 1/43 scale Indy kits with the '67 STP Turbine at \$3.00.



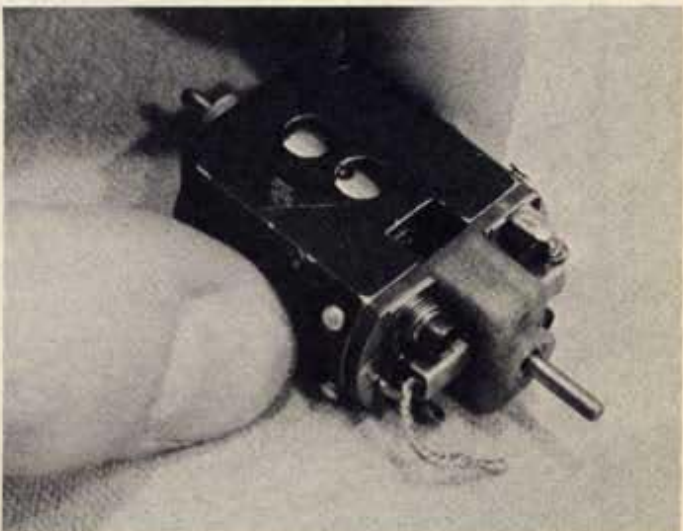
Eight new Mini-Lindy collector car kits will reach dealers this summer.



Another of the fantastic Rio metal collectors cars—the '41 Continental, \$5.95.

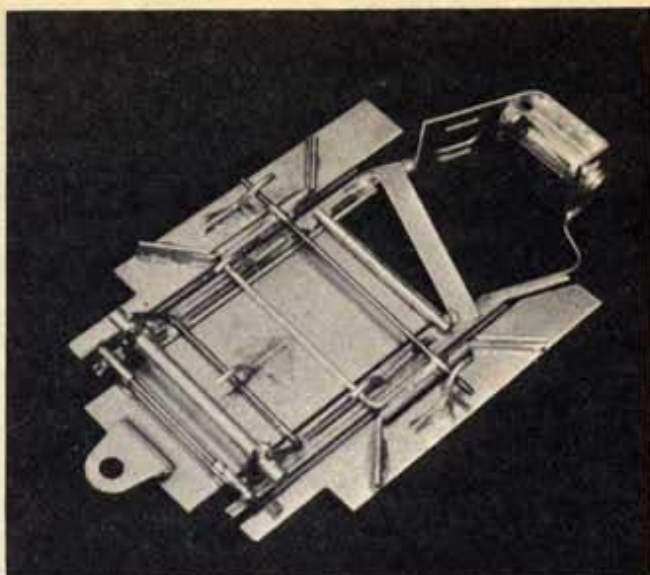


Cox introduces gas-powered dirt racing with their .049 engine dune buggy, \$17.98.

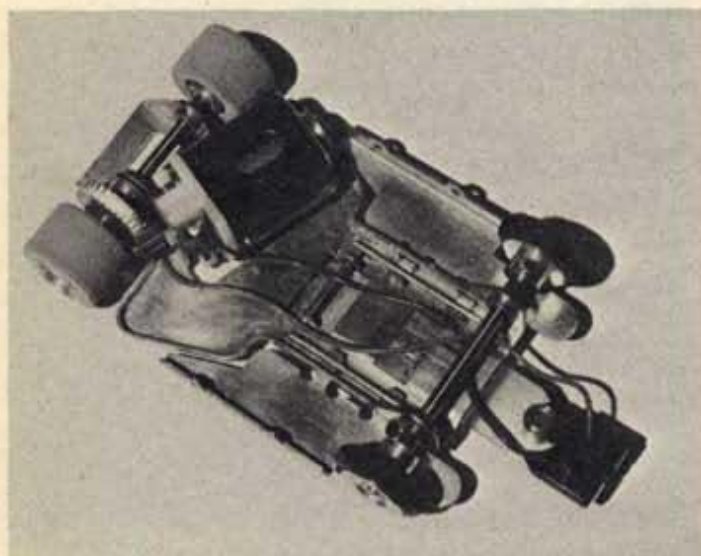


Mura's revolutionary new \$9.95 "B" Production motor is 1/16" lower, American-made.

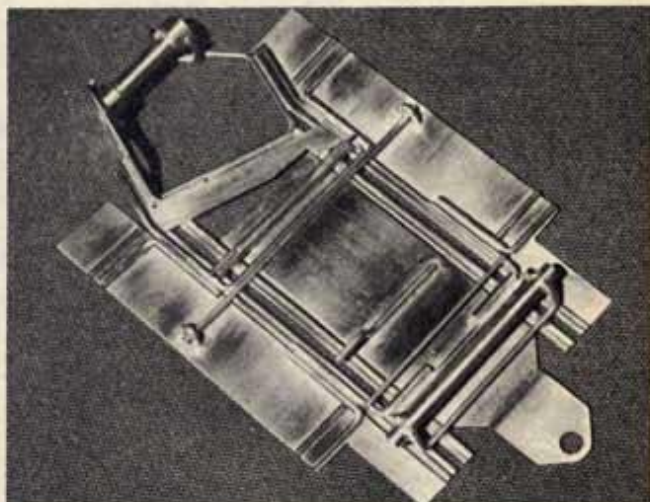
THE 1969 HOBBY SHOW



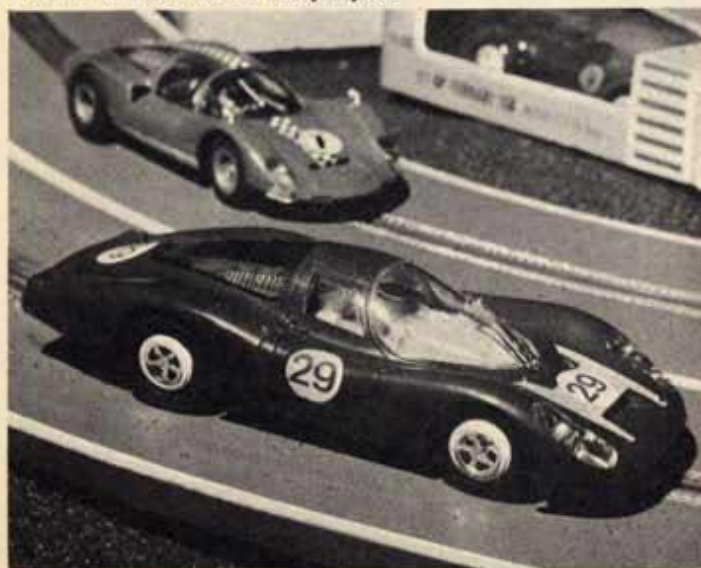
Phaze III's "Plumber" chassis in 1/24 is only \$8.98 as shown, \$4.99 in kit.



Chassis from Dynamic's 1/32 scale RTR car, \$9.98 in four body styles.



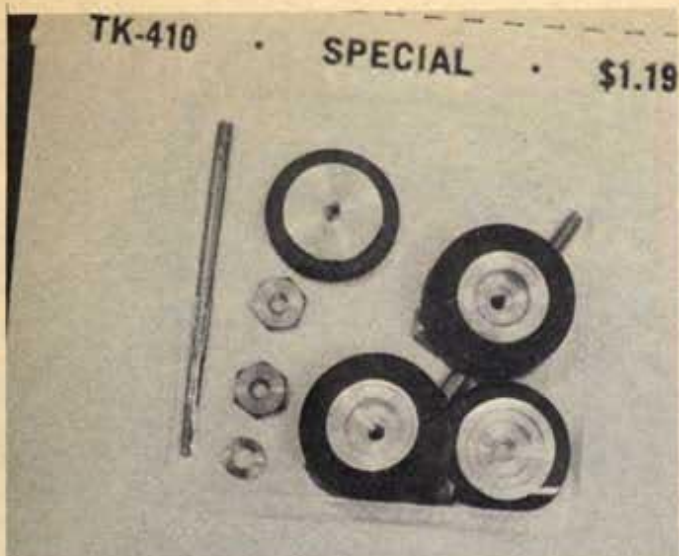
Buzco enters the 1/24 scale chassis market with a \$4.95 kit to build this angiewinder, with plumber and flip-flops.



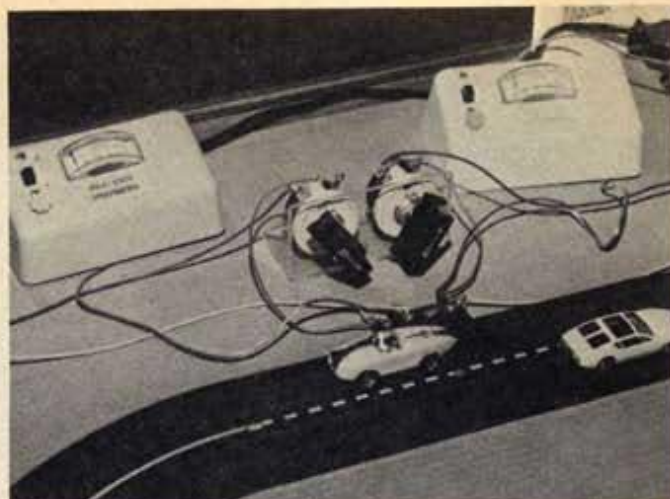
Faller's 1/32 scale long-tailed Porsche 907 is \$9.98 ready-to-run.



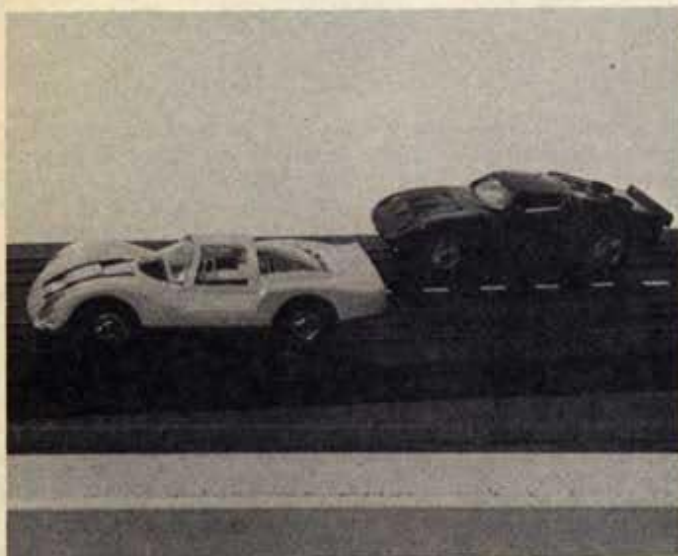
MRC's Endura "400" controller in 85 ohm rating offers HO drivers a choice of thumb or finger control, \$3.95.



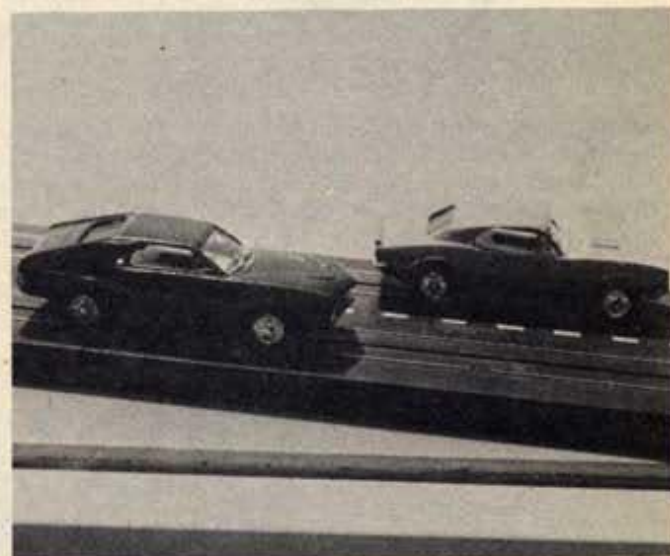
AJ's HO hop up kit includes "O" ring front tires, silicone rears on alloy wheels.



EBE, 1220 S. Main, Gainesville, Fla. 32601 has a scale speedometer marked from 0-120 mph or 10-160 mph for HO or 1/32 scale home racing or rallying, \$17.95.



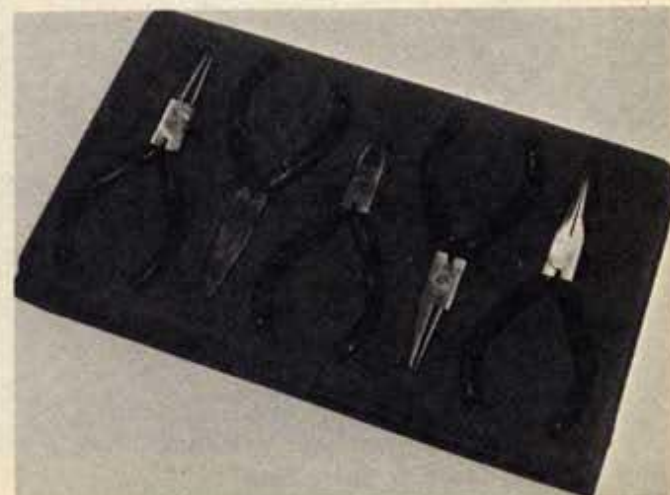
Tyco's new Porsche Carrera and Ford GT in HO scale are only \$3.00 each.



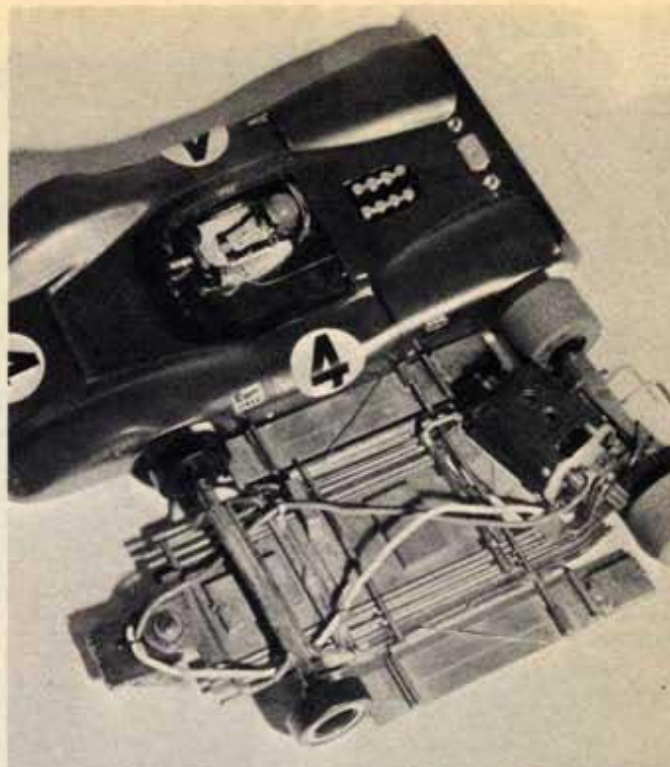
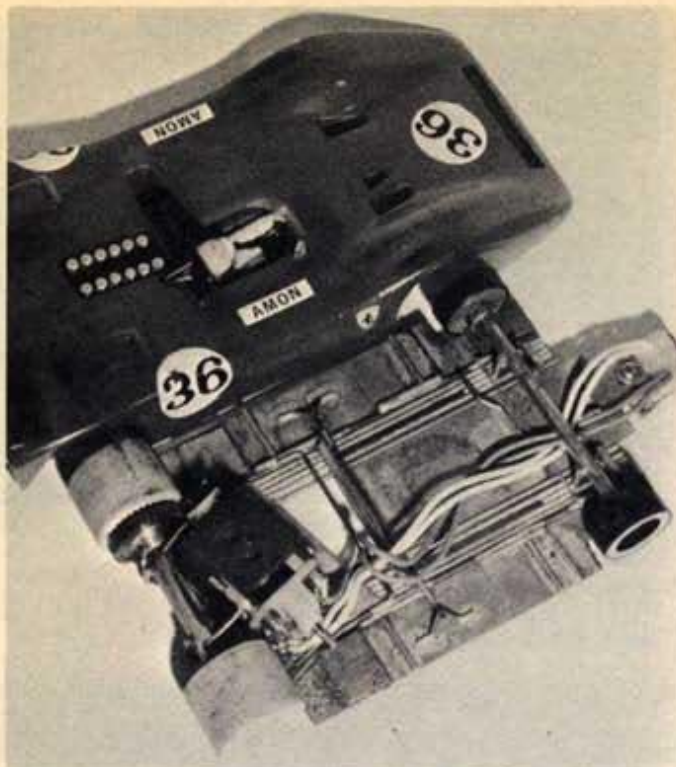
The Tyco HO scale AMX and Z-28 Camaro.



The new K&S 50 watt soldering iron, \$4.95. K&S also offers precut brass tubing for scratchbuilders at 5¢ to 10¢ per length.



X-Acto offers an assortment of English-import pliers and cutters at a low \$2.25 to \$2.50 each. Set of five shown is \$11.50.



Second place in the main went to Phil Rubin of Team Mura. Phil used a #25 wire tuned Mura motor for power. R.V.M. tires and wheels on the front and Riggen orange tires on the rear gave Phil plenty of traction. Phil built several cars for the race trying 1-1/4" and 1-3/8" wide drop arms but then finally settled for 1-1/8" width.

John Anderson was second quickest qualifier and third in the main with his Pete Zimmerman powered Dynamic Lola T160. Anderson used Riggen tires and wheels front and rear.

By Gene Hustings

We're off to another great year! FIRST 1969 MCS/USRA L.A. ROAD RACE

I think I'm going to have to change the title of our racing series to something like "How Mike Steube Will Win the 1969 Driver of the Year Title." Having just won our 1968 Driver of the Year title, Mike continues his winning ways with a very convincing win in the first race of the 1969 season. Our race for sports cars was held at Ron Granlee's Speed & Sport Raceways, 11187 South Long Beach Blvd., Lynwood, Calif. Ron built the track to the same configuration as the Riverside course, featuring a long straightaway, some tricky esses and super battery power.

I don't want to make it sound as if Mike hasn't had any competition, far from it! Two weeks before the race Lee Gilbert lowered the track record to 5.02. Lee has started to build custom chassis for other racers and after this performance he was besieged with orders and placed 9 cars in the race. Lee does beautiful workmanship and admits his chassis are slight variations of Bob Emott's designs. Copying someone else is the highest form of flattery you can pay to that person and I believe there are more people copying Emott's chassis than anyone else's.

A week before the race Phil Rubin astounded everyone with a fantastic new track record at 4.91! There wasn't anyone else close to him. The day before qualifying Mike Steube was hurting pretty bad. He had built seven different chassis thus far for this track and still didn't have the combination he wanted. He sure wasn't hurting for power though. His Dad, Bill Steube,



Ron Granlee's Speed & Sport Raceways was the site of our first 1969 Road Race. This is a smooth, well-built track with more battery power than any other track in Southern California.

built him a double 27 that was just too much for the car. Bill also built a #24 wire motor for me that was easily as fast as anything on the track. I put it in one of Lee Gilbert's chassis and with me driving I could beat Mike Steube around the track! But remember, this was the day before qualifying. Plenty of time left for Mike to build a new chassis, and you better believe he built a beauty. He came up with a great chassis that could handle all that fantastic horsepower. Another thing Bill Steube has done along with a lot of the other racers out here is to go to



Pete Zimmerman doing a very capable job of tech inspecting, using the new 1969 National Championship rules. After many years we have finally achieved the goal of one universally accepted standard of rules. My thanks to everyone who took a part in this achievement. After three years I stepped down from being Race Director so I might do a bit of racing myself. The Race Director's post is now more than capably filled by Bill Steube, Sr. Thanks, Bill.

a can drive setup instead of using the endbell drive. This moves the motor weight closer to the center of the chassis which naturally improves handling. Check my original ball bearing can drive sidewinder in the July, '68 issue of *MODEL CAR SCIENCE*. It's just a matter of time and most racers will be using the can drive setup.

On race day Mike Steube had a rocket. He set quick time and tied Phil Rubin's record at 4.91. The only other racer in the 4's was John Anderson with 4.99. Lee Gilbert was next with a close 5.02 followed by Phil Rubin with 5.05. John Street won the "A" consie with a little help from me. John and Bill Steube, Jr. were side-by-side and tied for first place and on the final lap the three of us went into the esses together with me in the middle. Unknowingly, I had broken a bat pan and

the car tilted in the wrong place taking Bill's car with it. How to lose friends fast. But they both advanced to the semi. The semi was an exciting, close race, for second place that is. Terry Schmid had first place sewed up but Bruce Erickson, Dave Grant and John Street finished within a lap of each other and advanced to the main.

As the main started, it looked like it was going to be a close race. John

Anderson grabbed an early lead with Mike Steube running on the next lane right behind John. Mike was never more than a foot or two behind John for about six laps but couldn't quite find the right place to pass John. He finally gave it a try but John caught him just right and knocked Mike out, putting him about a half lap behind John. But then an indication of what was to be, happened. Within just 3 laps

SEMI-MAIN

PLACE	NAME	TEAM	E.T.	LAPS
1	TERRY SCHMID	MURA	5.18	202
2	BRUCE ERICKSON	DYNAMIC	5.07	198
3	DAVE GRANT	LENZ	5.17	198
4	JOHN STREET	----	5.29	197
5	BILL STEUBE, JR.	CHECKPOINT	5.43	195
6	KEN KESSIE	DYNAMIC	5.17	194
7	MATT AZZARA	SPEED & SPORT	5.18	190
8	MIKE KONDOR	SPEED & SPORT	5.08	187

"A" CONSOLATION

1	JOHN STREET	----	5.29	105
2	BILL STEUBE, JR.	CHECKPOINT	5.43	105
3	JACK GARCIA	DYNAMIC	5.20	104
4	LYNN STOKEY	----	5.30	96
5	GENE HUSTING	----	5.21	92
6	FRED KUNZE	----	---	90
7	BERNIE ERTRACHTER	ZIMMERMAN	5.28	53
8	EARL CAMPBELL	----	5.31	3

AMATEUR MAIN EVENT

1	ROB SPEIGHT		5.39	368
2	TOM HANSEN		5.26	358
3	MIKE KONDOR		5.08	346
4	LYNN STOKEY		5.30	340
5	RICHARD HOGEBOOM		5.59	325
6	JIM HOYER		5.41	259
7	EARL CAMPBELL		5.31	185
8	JOE MANGIAMELLI		5.42	54

LA CHAMPIONSHIP POINT STANDINGS

1	MIKE STEUBE	11
2	PHIL RUBIN	8
3	JOHN ANDERSON	6
4	BRUCE ERICKSON	5
5	TERRY SCHMID	4
6	LEE GILBERT	3
7	JOHN STREET	2
8	DAVE GRANT	1

CONCOURS POINTS

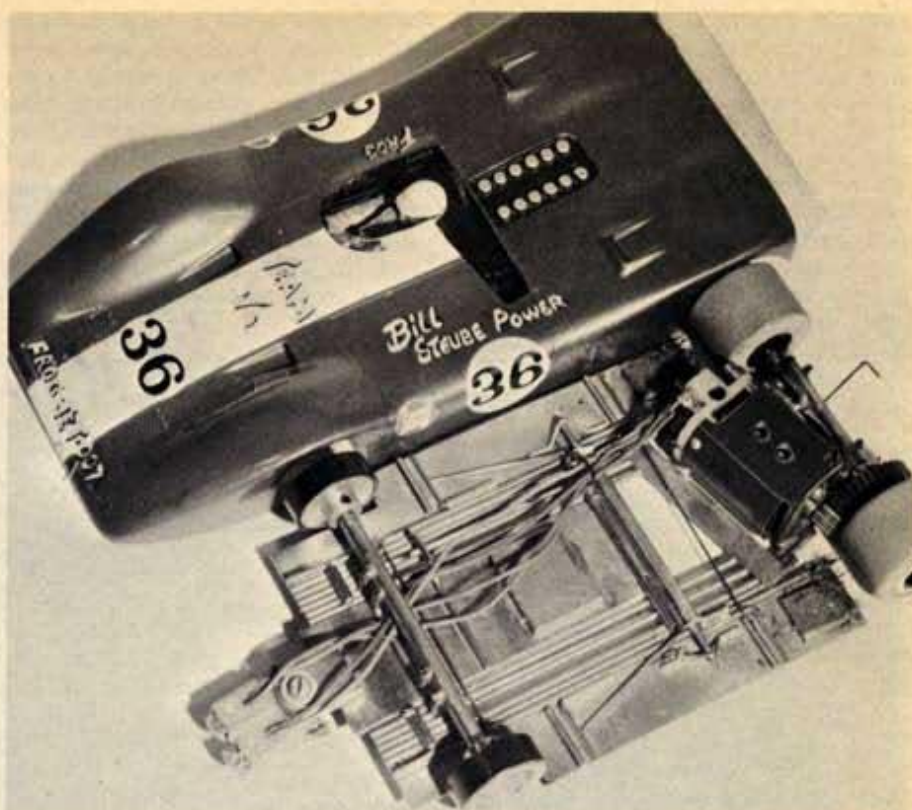
1	LEE GILBERT	3
2	BERNIE ERTRACHTER	2
3	FRED KUNZE	1

CONTRIBUTORS WHO HELP TO MAKE IT ALL POSSIBLE

ASSOCIATED	PHAZE III	DYNAMIC	GILBERT
MURA	RIGGEN	THORP	

Mike made up the half-a-lap he lost and was sitting on John's tail again! This time Mike was a little more careful where he passed and then he was long gone. He built up a quick 10 lap lead and then just coasted home, ending up with a 14 lap lead! The race for second place was a real battle with Phil Rubin just edging John Anderson by less than a lap. You just can't believe the bad luck Phil has had in the last couple months. He works as hard as anyone to get his car ready for a race, and he generally makes the main, but then the world caves in on him. Somebody will accidentally nerf him, he'll end up in someone else's lane and break a pickup post, bend a frame, strip a gear or something else to put him out of contention. It's been so bad that we took up a pool before this race to see on what lane he would DESTROY! But Phil surprised everyone with a well deserved second place finish.

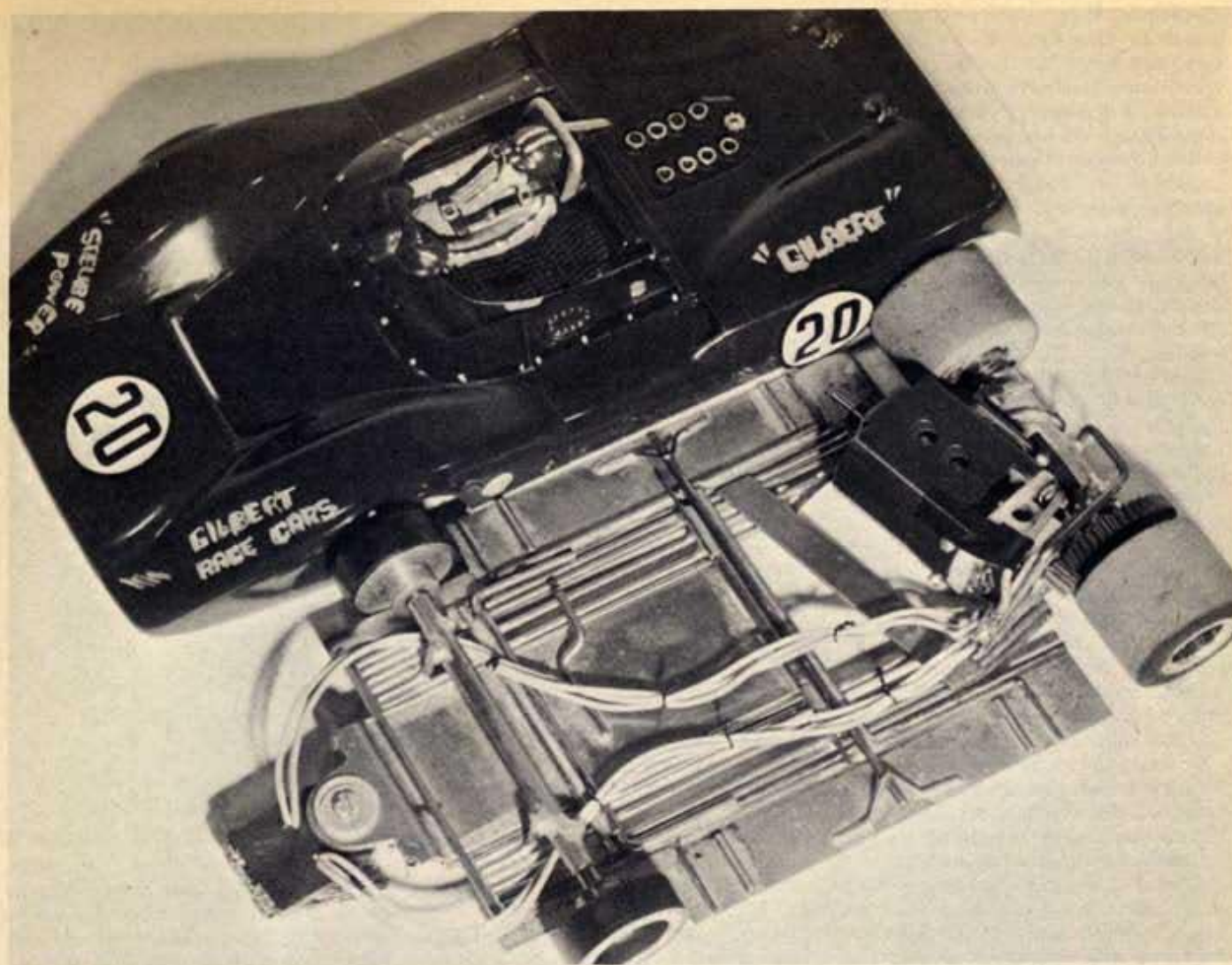
Third place finisher John Anderson is just about due for another big win. John is starting to prepare for these races earlier now and is doing a lot better. Bruce Erickson drove a great race to finish fourth, just beating out Terry Schmid. Lee Gilbert was running right up with the leaders until he lost a gear. John Street, after working all the way up to the main, broke a pickup and Dave Grant ended up with a broken drop arm. But it sure felt good to be running those sidewinder sports cars after running those inline G. P. cars at the last race.



This is it! The fastest, best handling car in the race. Mike Steube's out-of-sight Ferrari. Mike's dad, Bill, came up with another fantastic motor for his son. Bill uses all basic Mura motor parts, but what he does with them is something else. Mike used a Dynamic body and pickup, R.V.M. front wheels and tires and the new 11/16" wide Rigger orange rear tires.

First place Concours and third quickest qualifying honors went to Lee Gilbert. Lee ran a #24 wire Steube can for unreal power. Lee is building chassis for other racers now and put nine of his masterpieces in the race.

NAME	TEAM	E.T.	LAPS	BODY TYPE	MOTOR	REWIND TURNS & WIRE MAGNETS COMMUTATOR		
MIKE STEUBE	CHECKPOINT	4.91	371	DYNAMIC FERRARI	STEUBE CAN	#24	MURA	THORP
PHIL RUBIN	MURA	5.05	357	DYNAMIC FERRARI	MURA	#25	MURA	MURA
JOHN ANDERSON	ZIMMERMAN	4.99	356	DYNAMIC LOLA T 160	ZIMMERMAN	28-D28	MURA	MURA
BRUCE ERICKSON	DYNAMIC	5.07	346	DYNAMIC FERRARI	STEUBE CAN	#25	MURA	THORP
TERRY SCHMID	MURA	5.18	344	DYNAMIC FERRARI	MURA	#25	MURA	MURA
LEE GILBERT	GILBERT	5.02	326	LANCER LOLA T 160	STEUBE CAN	#24	MURA	THORP
JOHN STREET	INDEPENDENT	5.29	216	RUSSKIT ELFIN	STEUBE CAN	#25	MURA	THORP
DAVE GRANT	LENZ	5.17	114	LANCER LOLA T 160	LENZ	#25	LENZ	LENZ



FRONT WHEELS	FRONT TIRES	REAR WHEELS	REAR TIRES	TIRE GOOP	GEARS & GEAR RATIO TO 1	CONTROLLER PICKUP	
R.V.M.	R.V.M.	RIGGEN	RIGGEN	OWN	COX 4.8	PARMA MICRO	DYNAMIC
R.V.M.	R.V.M.	RIGGEN	RIGGEN	OWN	COX 4.8	PARMA RUSSKIT	DYNAMIC
RIGGEN	RIGGEN	RIGGEN	RIGGEN	OWN	COX 4.8	PARMA RUSSKIT	COBRA
DYNAMIC	DYNAMIC	DYNAMIC	DYNAMIC	MOO 3	DYNAMIC 4.8	PARMA RUSSKIT	DYNAMIC
ASSOCIATED	ASSOCIATED	ASSOCIATED	ASSOCIATED	MOO 3	COX 5.1	RUSSKIT	COX
R.V.M.	R.V.M.	ASSOCIATED	ASSOCIATED	DART	COX 5.1	PARMA RUSSKIT	COX
R.V.M.	R.V.M.	ASSOCIATED	STEUBE ASSOCIATED	DART	COX 4.8	EMOTT RUSSKIT	DYNAMIC
RIGGEN	RIGGEN	RIGGEN	RIGGEN	DART	REHCO 4.8	PARMA RUSSKIT	COBRA

Tijuana, Baja, Mexico is a scant four hour drive from the Los Angeles area (at three A.M. on a Wednesday—other times traffic tightens it into as much as a ten-hour, 200 mile terror), close enough to be considered by the natives of greater Disneyland as merely another of Southern California's spreading suburbs.

This one fact is enough to clarify why a Southern California custom-designer, like Tom Daniel, would find the combination of a decrepit "TJ" (the Californian's abbreviation of Tijuana Taxi and a way-out rod. Daniel's "Tijuana Taxi" is very much a combination of the "chrome-fast-SoCal" and not-so-long-ago backwardness of "lazy" old Mexico design philosophies.

The Tijuana part of the "Taxi" includes provisions for all types of paying taxi patrons from the lushly padded interior for "first class" Yankee-dollar passengers, to the upholstered and exposed fender/seats for "second class" passengers, to the rear-facing top seat for "third class" passengers, to the roped-down chicken crate for the animal passengers.

Less obvious examples of the "make-it-do" philosophy of old Mexico include the converted tractor seat for the driver, chain-hung rear light/license plate, and the fancy wrought iron running boards.

The Southern California rodder's design theories abound throughout the chassis. Wide oval front tires are featured, with slicks for the rear. The unmuffled Pontiac engine boasts four downdraft carburetors. The channeled chassis is suspended on coil springs



Here's how to add a full working suspension to Monogram's newest Tom Daniel creation

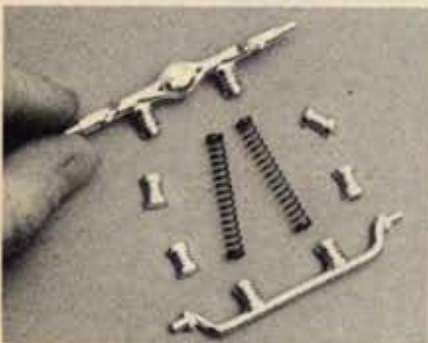
with internal air ride overload bags at each wheel and double shock absorbers at the rear.

Like the "Paddy Wagon," "Red Baron," and "Pie Wagon," Daniel designed the "Tijuana Taxi" expressly for Monogram to duplicate in plastic. Again like Daniel's other rods, the Taxi is a fully practical design that

may well see the rod show circuit in full-size steel and alloy. With those four wheels, and their various suspension bits so completely exposed to view, the Tijuana Taxi is an excellent car to superdetail with fully working suspension. All you'll need are a pair of ball point pen springs—the photos and captions show the rest.

By Robert Schleicher

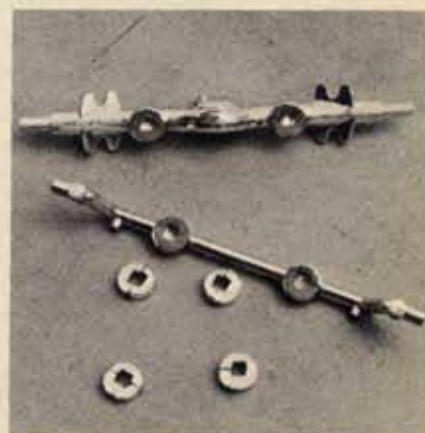
TIJUANA TAXI "SPRINGER"



The front and rear axles, with their coiled spring halves, from the Monogram Tijuana Taxi can be reworked into fully working suspension by adding a pair of ball point pen springs to the kit parts.



Use a razor saw to cut the "spring" areas of the front and rear springs from the axles and spring halves. Be sure to keep the upper and lower spring pads, here.



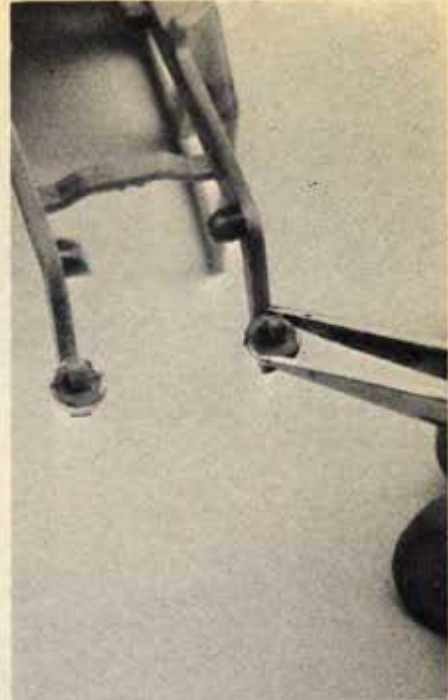
Glue the spring pads (from the axles and the spring halves) together as shown.



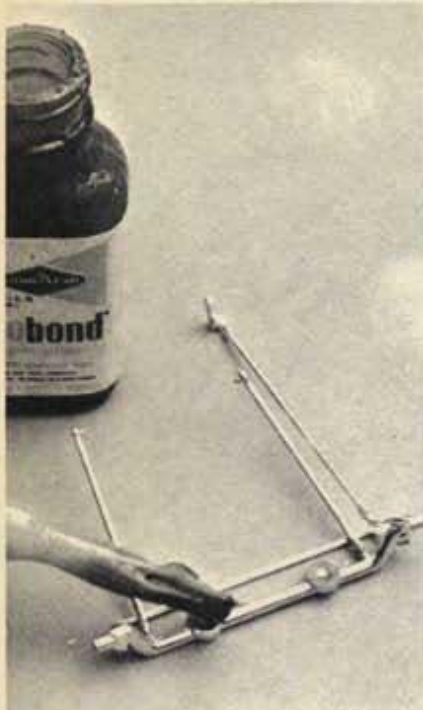
Cut off exactly three coils of the ball point pen spring with diagonal wire cutters.



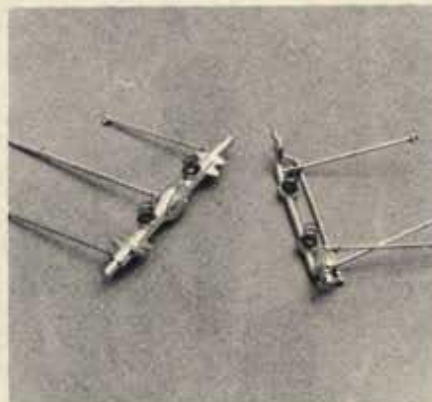
Cut four, three-coil springs, then bend over the ends of each so spring sets level.



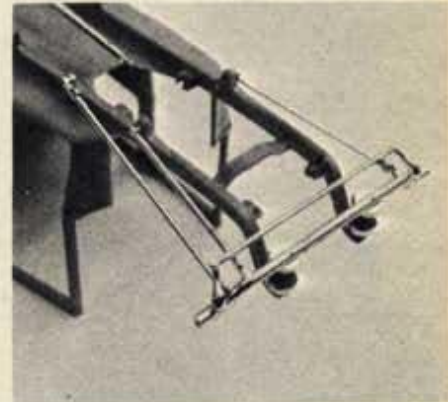
Glue the top spring pads to their stock positions on both front and rear of frame.



Coat tops of spring pads on each axle with a thick layer of Pliobond cement.



Position each of the four cut ball point pen springs on the cement-coated spring pads.



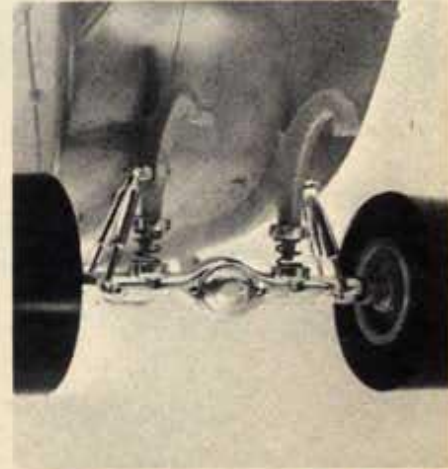
Coat the spring pads, previously glued to frame, with Pliobond and place front axle and springs in place.



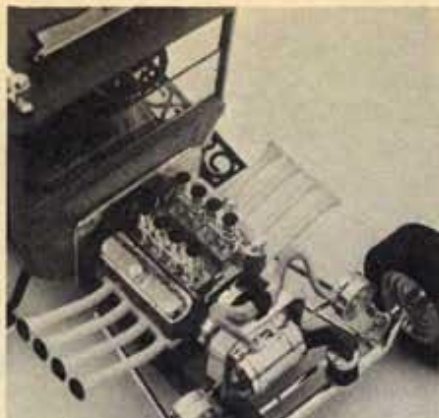
Pliobond rear axle springs in place with axle. Glue all of the front and rear suspension arm to chassis with Pliobond.



Front wheels and tires can now be added. Pliobond at suspension arms/frame joints allows arms to move slightly with axle.



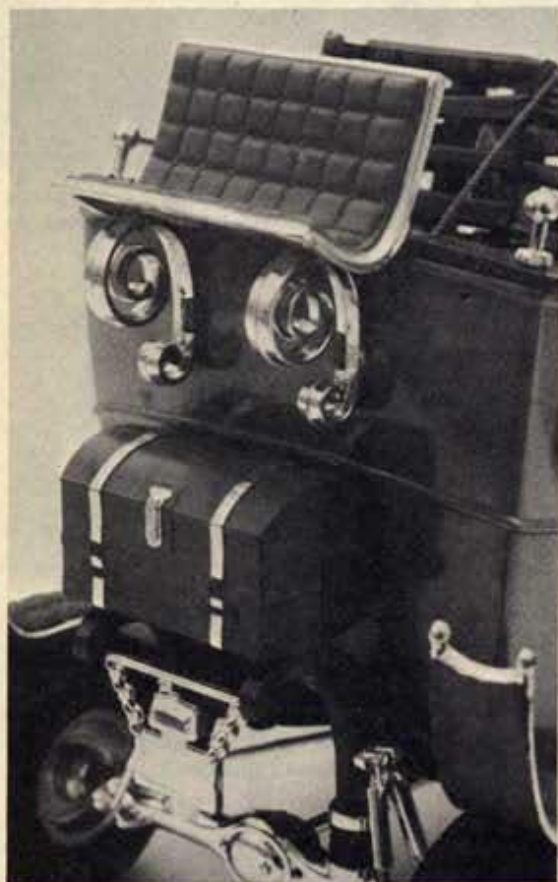
Rear wheels and tires can be added next. Rear shocks are plastic-cemented to frame, but allowed to just rest in rear axle slots.



Monogram's Tijuana Taxi includes four-carb Pontiac engine, "organ" stacks.

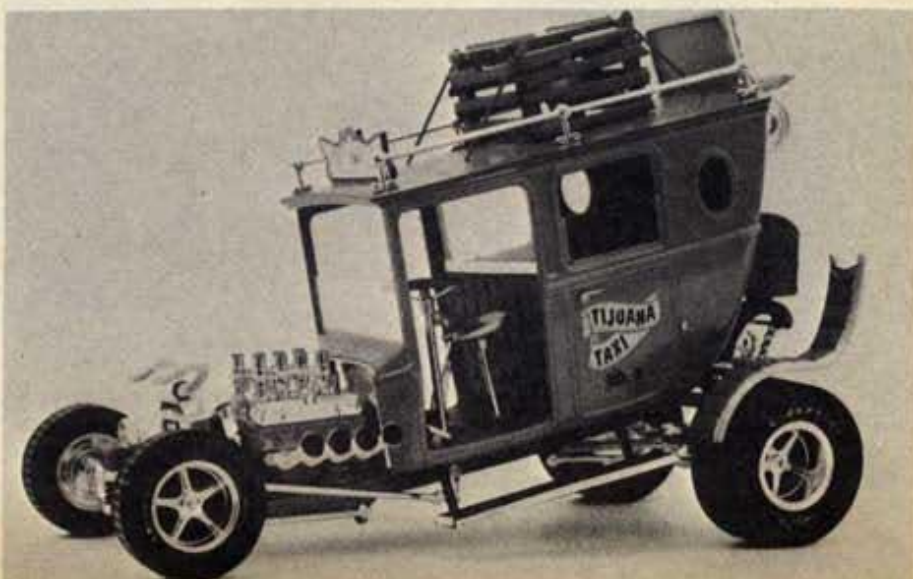


Taxi driver's compartment has upright steering column, converted tractor seat.



"Third class" taxi patrons ride on rear-facing seat. "Trunk" is just that.

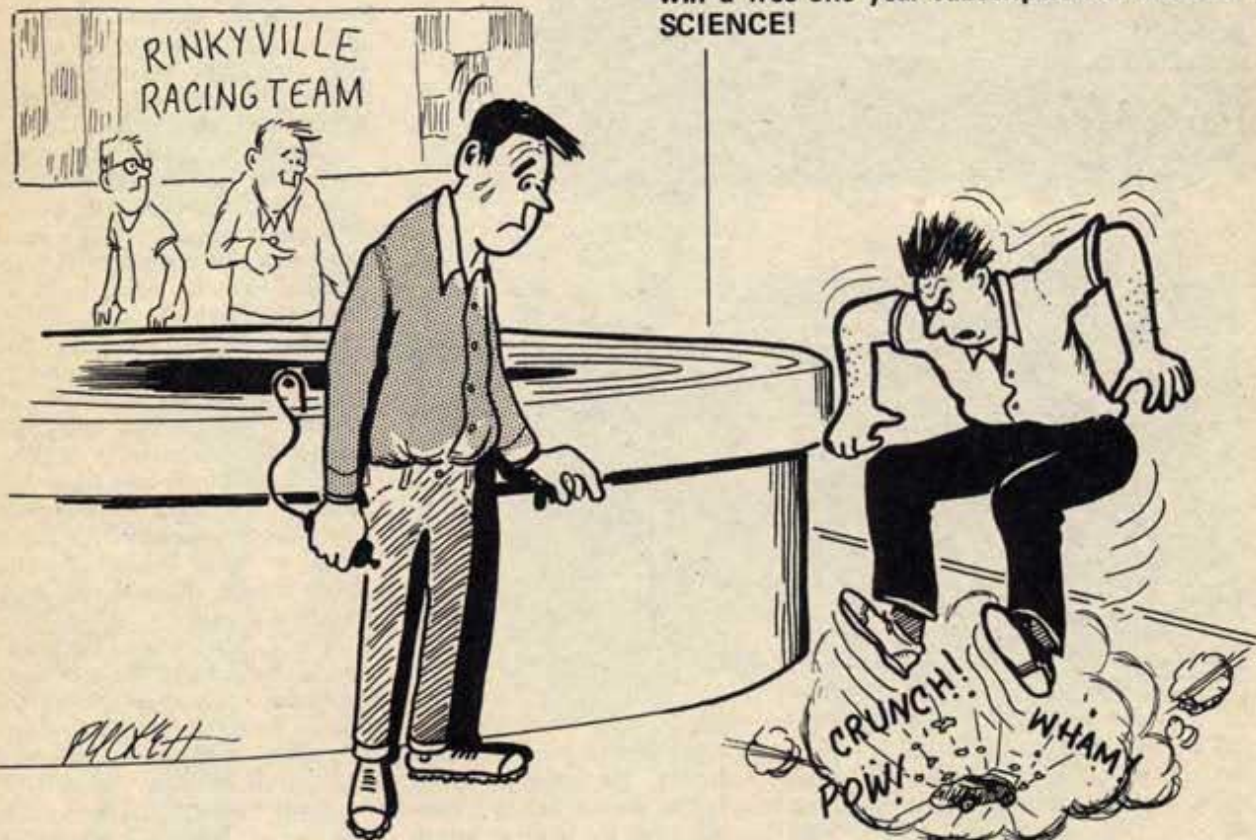
Tijuana Taxi combines "old world" and custom styling elements into a very credible show rod. Note unusual seat/rear fenders for "second class" passengers.



"CAPTION THE CARTOON" CONTEST

This is the simplest contest to enter and win yet! Just think up a gag line to this wild cartoon by Joe Puckett, then fill in the coupon and mail it as soon as possible.

If you don't win this one, watch for the next one. We'll be running one a month! And you can win a free one year subscription to MODEL CAR SCIENCE!



My gag line is "

Clip and mail today! Win a one year subscription to MODEL CAR SCIENCE!

MODEL CAR SCIENCE
Dept. "A"
131 Barrington Place
Los Angeles, Calif. 90049

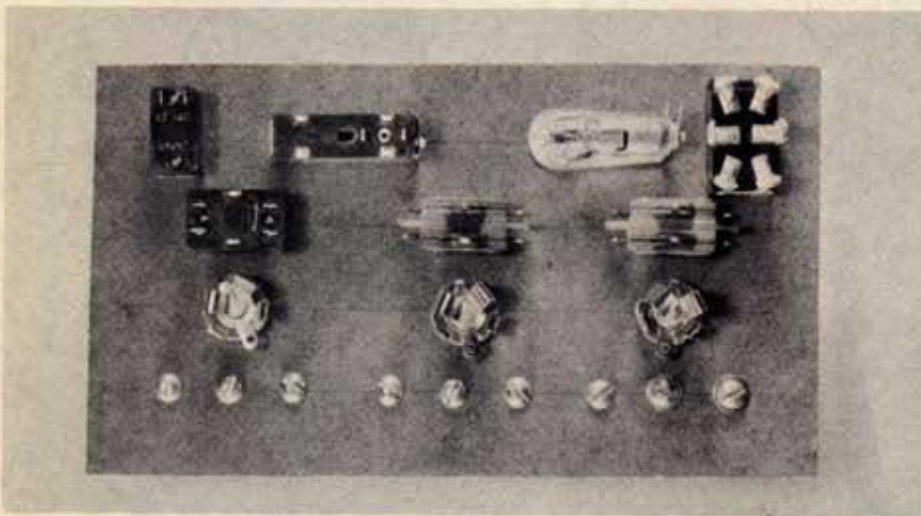
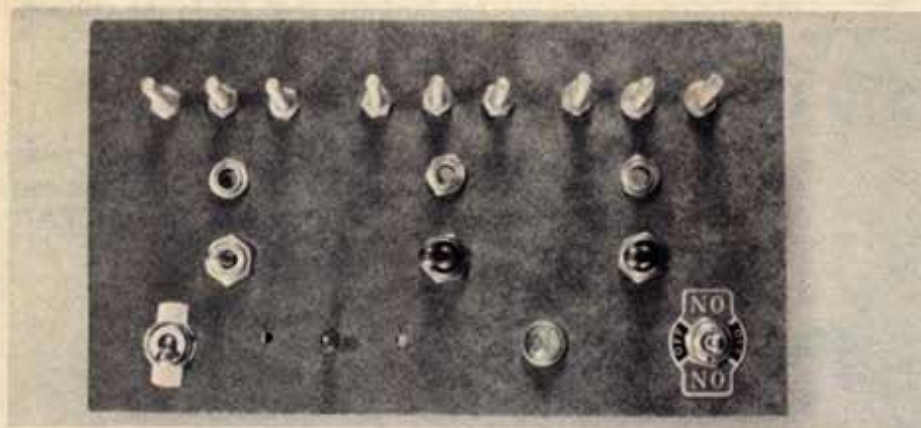
Name _____

Address _____

City _____ State _____ Zip _____

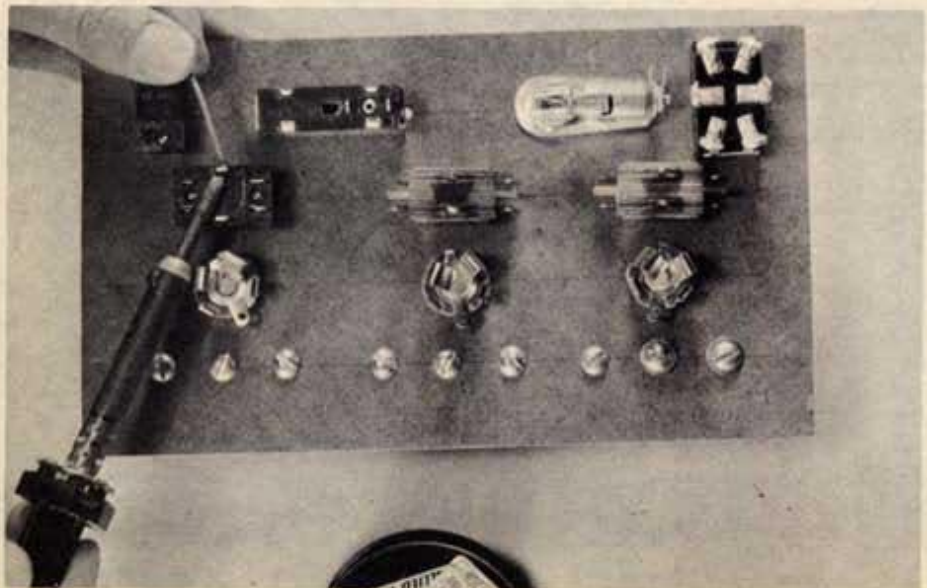
THE ULTIMATE HO TRACK

It's time to wire the little dream



Mount all of the hardware. The finished control panel, before wiring, should look like this, from the front and back.

Solder all wires to their proper connections, following the proper wiring diagram. Leave several feet of loose wire dangling from the panel to attach to the track.



If you're this far along, you're probably chomping at the bit to get your HO scale layout wired and running. With the hard part behind us (routing the slots) the rest is pretty easy.

There's absolutely no use wiring a custom track like this one with the old fashioned, two-wire hand controllers (the ones without brakes). We'll use the latest hand controllers which are Russkit's #810, 60 ohm, \$4.00 units. This is really a smooth controller and it's wired for brakes.

There are several ways you can go on the power supply. One Aurora power supply (to name one of the most popular ones) really doesn't put out enough amperage for a big track like this one, particularly if you intend to use rewinds. The same thing applies to Tyco's, Atlas', Lionel's, etc.

Therefore, I recommend a 12 volt auto battery, the same power supply that most 1/32-1/24 scale home track fans use. You can pick up a good used one for about a buck or two at a gas station. You'll have to ask the attendant to check the battery before you buy it, to make sure the cells aren't shorted. If there's no short, have it charged and buy it. An auto battery will put out enough amperage and voltage for three lanes of any size track! Sure, you'll only have 12 volts, instead of the usual 18 or 20, but that will make the speed of the cars much closer to "scale." And 12 volts will throw a good HO scale car around a track really fast!

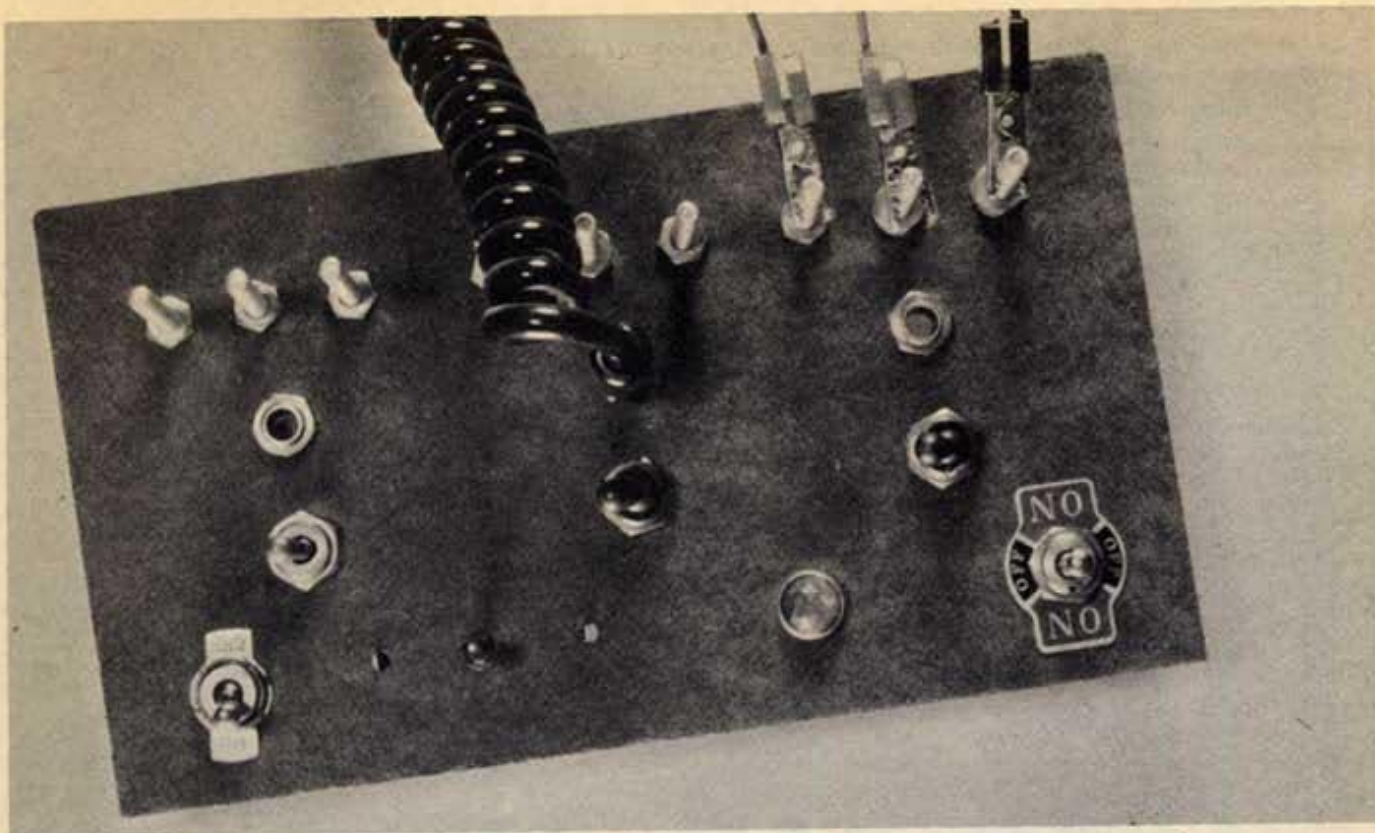
NOTE: A fully charged battery will be "good" for several weeks of racing. If you want to keep it charged all the time, a low-cost "trickle" charger can be purchased from an auto store and kept on it at night. When charging, keep the battery in a well ventilated area, as a battery gives off fumes during the charging process. Do not keep the trickle charger on while racing.

If you're determined to an Aurora (or similar) power pack, okay, just substitute the transformer for the battery in the drawings. I'd recommend using one of Model Rectifier's big ones. Check the Auto World catalog. Otherwise, building this smooth, custom track will prove to have been nearly a waste of your time, because your cars will be "gasping" for breath, trying to get the proper amount of electric current from one little undergunned power supply.

Hang the track on the wall, for really convenient storage of the layout when it's not being used. The drawing shows you what to do.

Next month we'll start on the scenery. In the meantime, go ahead and have yourself a ball!

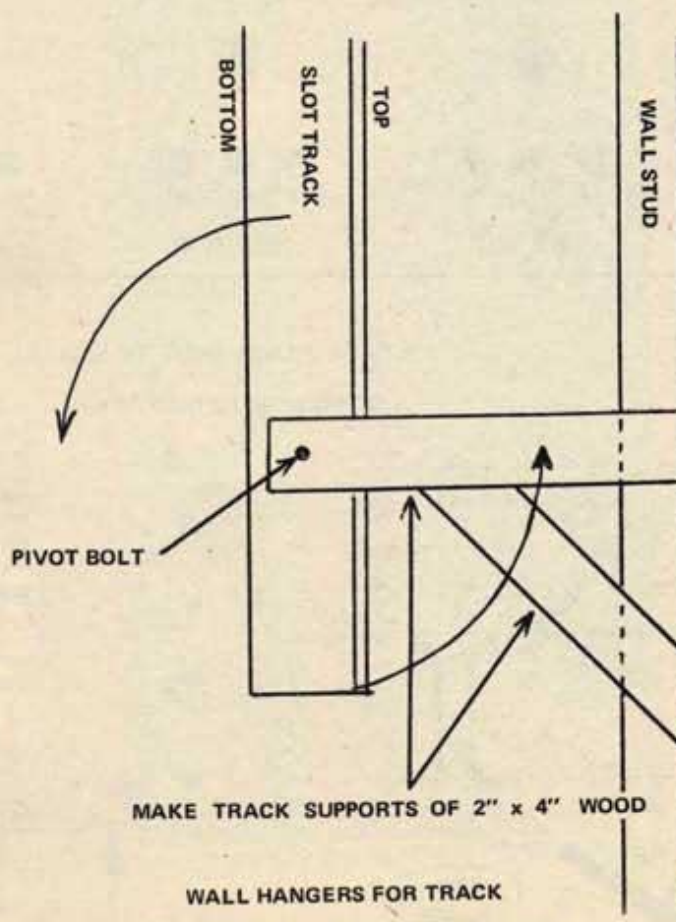
By John Windsor



Hand controllers with phone jacks, or with alligator clips can be used, as you see here. When connecting alligator clips to the track, hook the red (brake) wire to the brake terminal first, then connect the black lead wire on the controller to the terminal that does NOT spark when you touch it. Hook the white lead to the remaining terminal. When inserting a phone plug, do not hesitate once you begin to insert it into the jack. Push it in swiftly and firmly, all the way.

BILL OF MATERIALS

- 1 each, SPST (single-throw) on-off switch.
- 3 each, 3-connector phone jacks (female).
- 9 each, 1/8" x 2" long, bolts, for alligator clip studs.
- 18 each, 1/8" washers to fit above bolts (use one on each side of the masonite control panel, on each bolt).
- 9 each, 1/8" nuts to fit over bolts, on outside of masonite sheet.
- 3 each, DPDT (double-pole, double-throw) reversing switches.
- 1 each, indicator light assembly.
- 1 each, Five amp circuit breaker switch (which also acts as master on-off switch).



MAKE TRACK SUPPORTS OF 2" x 4" WOOD

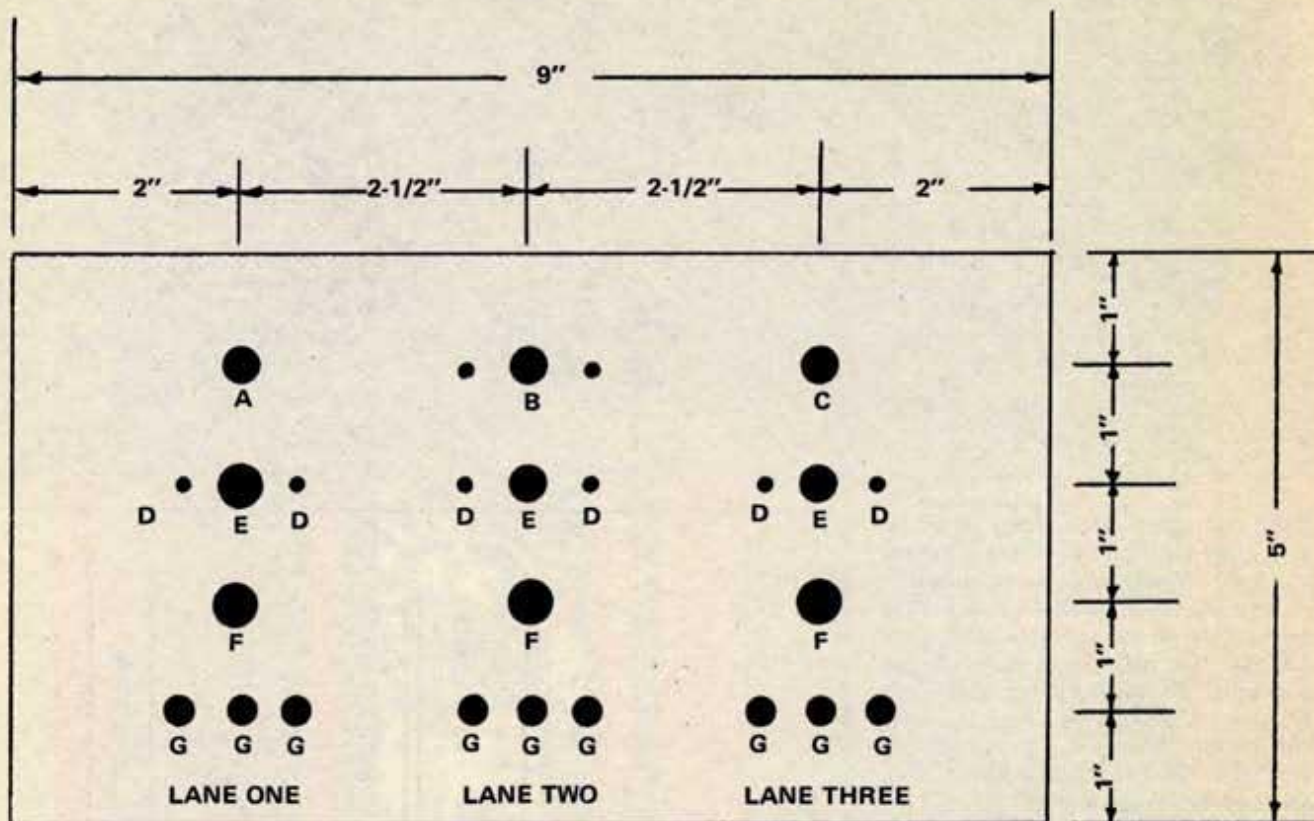
WALL HANGERS FOR TRACK

One support at each end of the slot table, mounted on wall studs, will allow the track to be folded away, topside against the wall, when not in use.

- A = Hole for light bulb which indicates track power is on.
 B = Hole for five amp circuit breaker switch, which also acts as a master on-off switch.
 C = Hole for single-pole, single-throw (SPST) on-off switch for pit lights and lap counter(s).

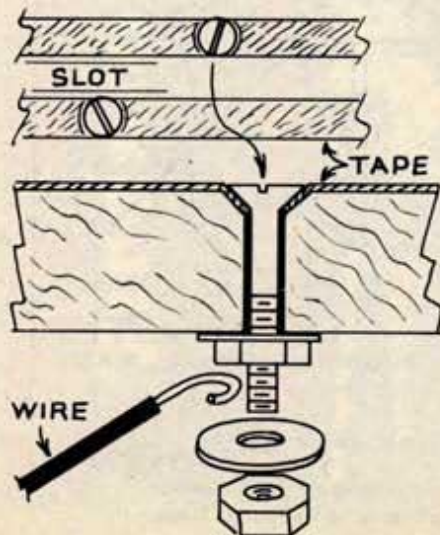
- D = Hole for reversing switch mounting brackets.
 E = Hole for reversing switch.
 F = Hole for female phone jack.
 G = Hole for 1/8" bolts to attach controller alligator clips to.

NOTE—Drill holes only after purchasing actual hardware, to assure correct fit.



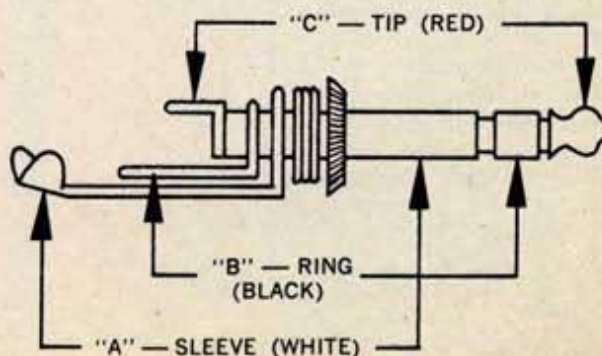
CONTROL PANEL (NOT TO SCALE)

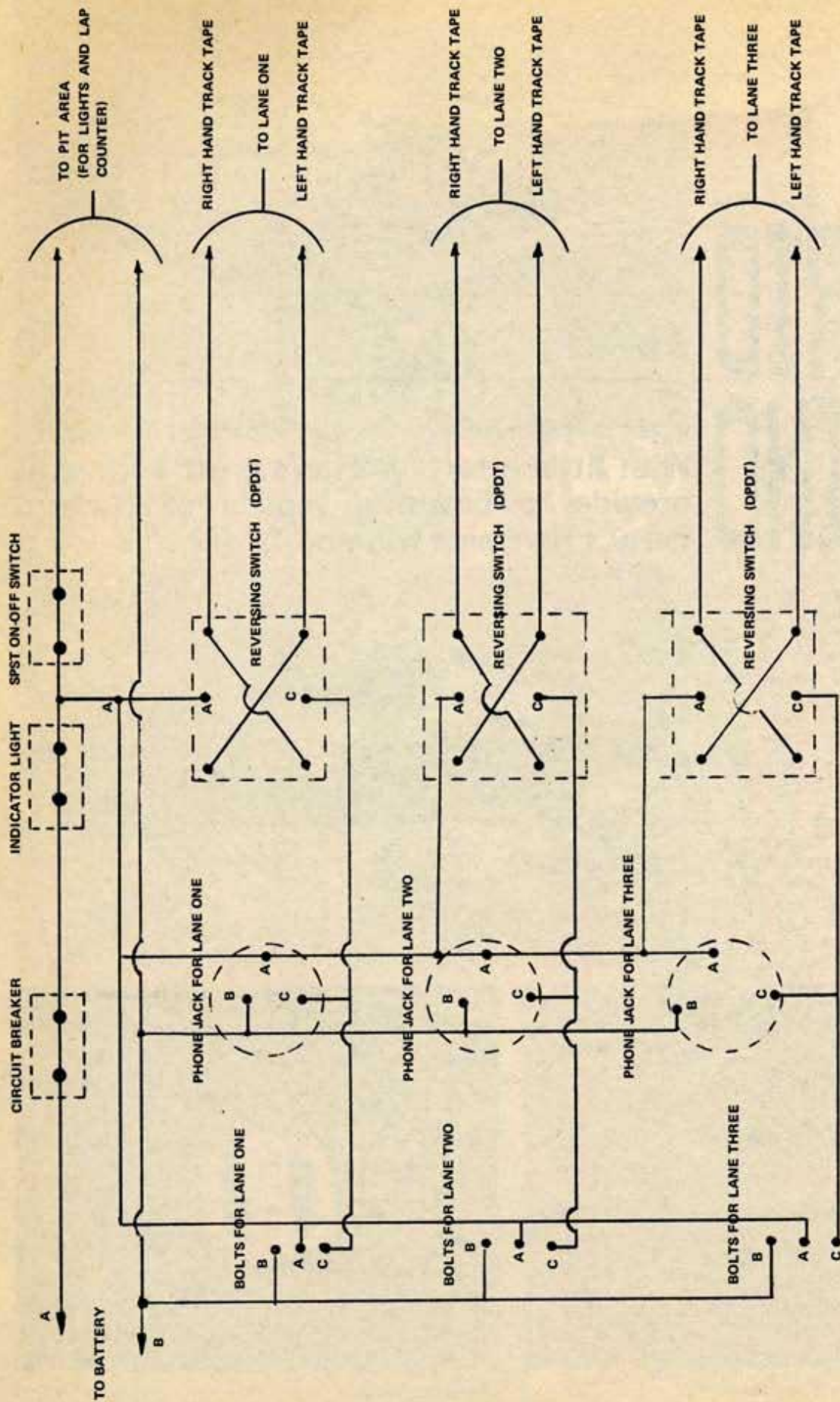
1/8" MASONITE MATERIAL



Suggested method for connecting wire leads to tape. Countersunk hole is bored through table top, tape laid over it, flathead machine screw run through and secured from beneath. Wire is connected by use of extra washer and nut.

PHONE PLUG WIRING





TRACK WIRING DIAGRAM FOR THREE LANE TRACK
(This plan will work for any scale track— HO, 1/32-1/24)

By "Brick" Price

TORRID TORINO

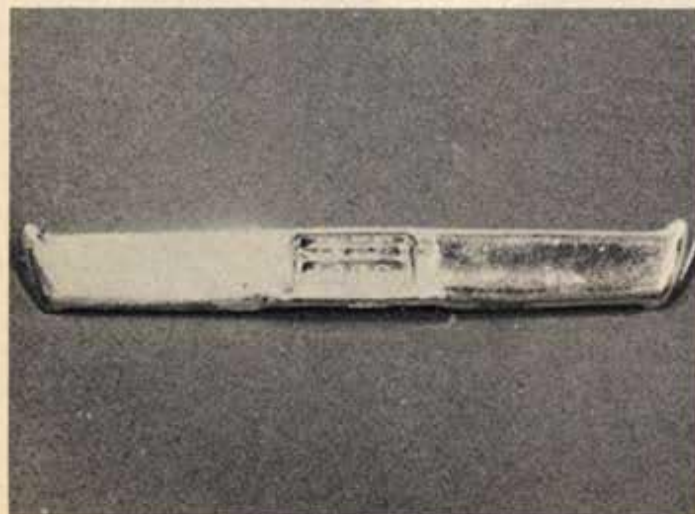
Richard Petty is now driving a Ford, and not a Plymouth. I was at Riverside for the Motor Trend 500 and when the dust had cleared I still couldn't believe what I'd seen. It was fast, blue, number 43 and . . . it won! It was a Torino!

Richard and Lee Petty set an unprecedented record of over 75 victories in their combined 18 years with Plymouth, since 1950.

The Jo-Han-based model on these pages is a replica of Richard Petty's new car which won this year's Motor Trend 500. Sharpeyed readers will notice that this car differs slightly from the one seen on the Ford Commercials. They used Petty's back-up car which did not run at Riverside.



With little effort, Jo-Han's great Torino kit provides a beautiful replica of Richard Petty's Riverside winning Torino.



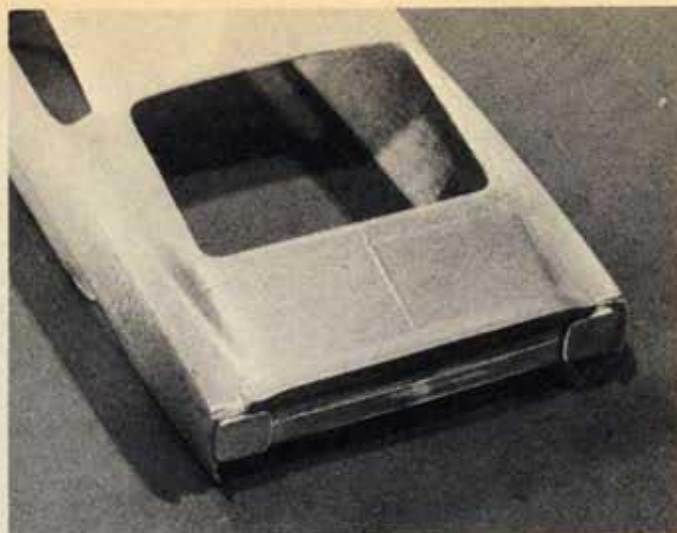
Carefully cut the bumper away from the chrome molding and taillight bezels.



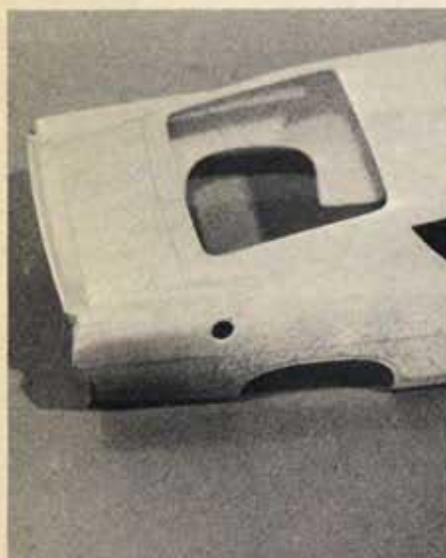
Cut the taillight bezel from the chrome molding and sand both pieces smooth.



Glue the de-chromed molding and taillight pieces to the rear of the body as shown. Fill in any cracks with AMT putty. (Refer to finished photos)



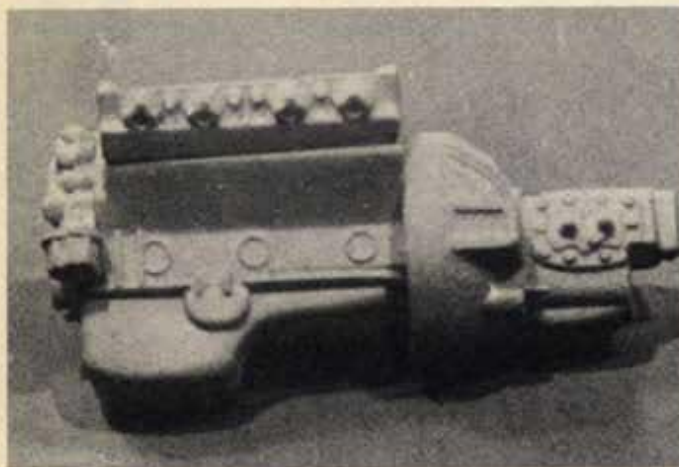
Glue the spoiler (Torino kit) to the rear deck, don't use putty to blend the two pieces together. The spoiler used on Petty's car is riveted in place.



Drill a hole in the right rear body panel to "flush" mount a gas cap.



Spray the entire car with AMT's Blue Fog.



Assemble the engine block and heads. Paint a flat red or orange.



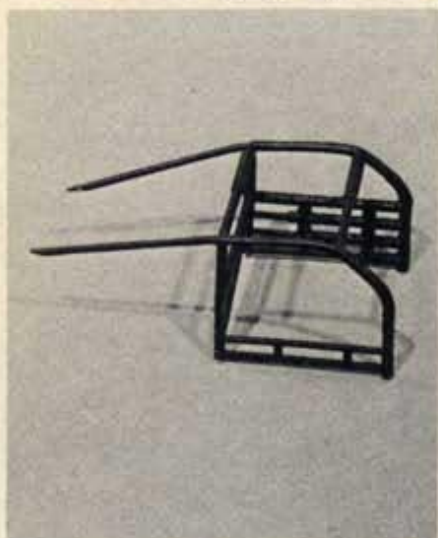
Finish assembly of the engine using all the parts marked "NASCAR." The scoop shown here receives air from a high pressure area near the windshield and should face backward.



Paint the headlight covers (Torino Kit) flat black and install. Use Letra-Set letters or decals for the numbers 43 which are on the right pair of covers.



The wording "Torino Cobra East Tenn" are rub-on letters available from Auto World.



Assemble the roll cage and interior per kit instructions. The interior is all flat black.



Glue the windshield and window straps in place. The large numbers "43" are found in the Jo-Han 1969 Roadrunner kit.

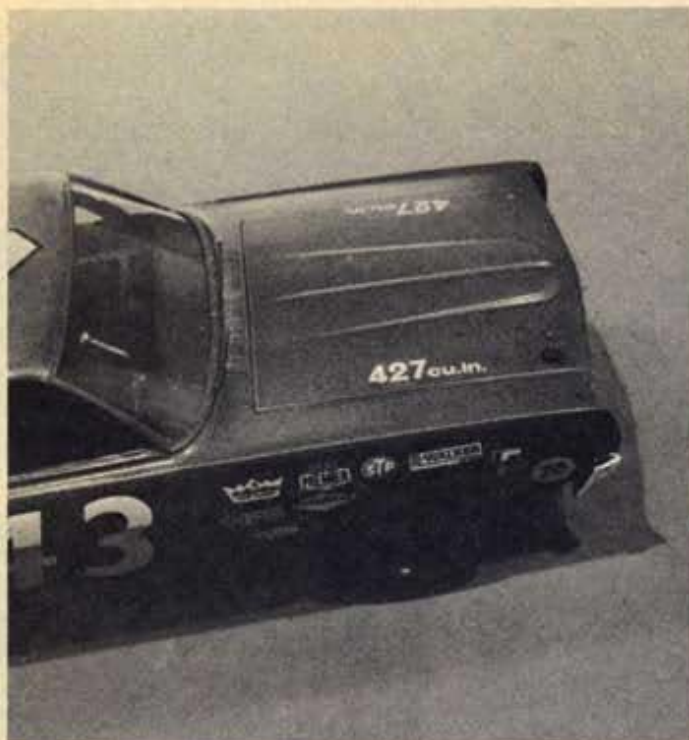


This photo will show you the approximate location and size of sponsor decals. Most of the decals shown came from the Torino or Plymouth kits. The remainder can be found on sponsor sheets available in slot car stores.

42/Model Car Science



Drill two small holes in the hood to accept the smallest needles you can find.



Insert the needle to the eye and glue in place from behind. Small wire or thread can be used to secure the hood.



The "By Petty" are Letra-Set rub-on letters as well as the number 43.



"The goin' thing" Ford of Petty's is just that . . . Goin'!

CONTEST WINNERS NAMED

Here are the winners in Model Product Corporation's giant 1st Annual International Model Car Customizing Championship.

FLINT, MICHIGAN
NOVEMBER 29, 30, & DEC. 1, 1968
I.M.A. AUDITORIUM

SHOW DIRECTOR: CARL CASPER

Over 150 models were entered into the First Annual MPC model car contest at Flint, Michigan.

Hobbys, Inc., of Flint, entered over 75 models alone and they did a tremendous job in supporting this event.

Rod Perkins, who has been a consistent winner at model car events over the years, was dethroned this year by Steven Drue. Rod took second in his class and Best Detail with his competition Anglia. The fade painting, undercarriage, engine, and wild interior make this gasser a hard one to beat.

Steven Drue came to Flint all the way from Plymouth, Michigan and he proved the trip well worth while in walking away with Best Paint, first in Adult Division and Best In Show. Steve, with his Eliminator "FUNNY CAR" and Pickup, has created one of the finest sets of models ever to enter a contest. The unbelievable detail and superb craftsmanship put into these cars gave Steve the edge needed to win over his competition.

It was indeed a happy day for all of the big winners and everyone who entered this years contest, and dozens of trophies, model kits, certificates, and prizes were awarded to all of the entries.



Three winners—Rich Lopez's First Place Mustang; Jim Ehler's Second Place '55 Chevrolet Nomad; Greg Marks' Third Place '33 Willys, all in the Junior Division.



Show Director Casper awards Best Detail and Second Place in the Adult Division trophy to Rod Perkins.



Receiving Best in Show trophy from Casper, is Steve Drue, who also won First in the Adult Division, Best Paint, and Best in Show!

JUNIOR DIVISION—5-12 Years Old

1st	Rick Lopez	Mustang	Flint, Mich.
2nd	Jim Ehlers	'55 Chevy Nomad	Flint, Mich.
3rd	Greg Marks	'33 Willys	Flint, Mich.

SENIOR DIVISION—13-17 Years Old

1st	Randy Shaffer	Dodge	Pontiac, Mich.
2nd	Chris Shipman	Dodge Charger	Flint, Mich.
3rd	Mondo Lopez	Cougar	Flint, Mich.

ADULT DIVISION—18 Years and Older

1st	Steven W. Drue	Comet & Pickup	Plymouth, Mich.
2nd	Rod Perkins	Anglia	Flint, Mich.
3rd	Steven Pawloski	'34 Ford Pickup	Flint, Mich.
3rd	Mary Gale	Panel truck	Flint, Mich.

BEST PAINT—

Steven W. Drue	Comet & Pickup	Plymouth, Mich.
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BEST DETAIL—

Rod Perkins	Anglia	Flint, Mich.
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MOST ORIGINALITY—

Bob Troupe	'40 Ford	Linden, Mich.
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BEST OF SHOW—

Steven W. Drue	Comet & Pickup	Plymouth, Mich.
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**MILWAUKEE, WISCONSIN
JANUARY 31, FEBRUARY 1, & 2, 1969
FAIRGROUNDS**

SHOW DIRECTOR: CARL CASPER

Having a Playmate Of The Month judge a model car contest sounds a bit crazy but playmate TEDDI SMITH did unofficially express her opinion of the model cars entered at the Milwaukee event. After seeing all of the way-out entries and the excitement that goes with it, Teddi will probably become one of the country's top model car builders.

On the serious side of the contest, the name Reggie Williams will long be remembered in Milwaukee. Reggie, who traveled all of the way from Syracuse, Indiana, walked off with Best Paint and Best in Show. His radical custom featured a handbuilt body, fabulous interior, handbuilt chassis, and to top it off a 'TURBINE ENGINE.'

Ed Seachles, of Milwaukee, entered one of the most original entries that we have had yet, a way-out 1940 Panel Truck that looked like anything but a 1940 Panel Truck. Ed won his Senior Division class and Best Originality of the show. Ed not only had a very original entry but also one with great craftsmanship and detail.

Bob Holzen, also of Milwaukee, is only 12 years old but he did the work of an adult with his competition Corvette.

Scott Palmer won second place in the Senior Division with his DODGE CHARGER funny car, and he was a unanimous choice for best detail in show.

The entire contest, from start to finish, proved to be a great one, and everyone is certainly looking forward to next year.



Bunny Teddi and Show Director Casper study an entry.



Reggie Williams' radical handbuilt won First in the Adult Division, Best in Show, and Best Paint.



Second in the Adult Division was Jack Zerzer's '55 Chevrolet "Camper."

JUNIOR DIVISION

- 1st—Bob Holsen—Age 12
- 2nd—Michell Penn—Age 12
- 3rd—Robert Cromley—Age 12

- '69 Corvette custom competition car
- '57 Chevrolet competition car
- '68 Plymouth stock car

SENIOR DIVISION

- 1st—Ed Seachles—Age 15
- 2nd—Scott Palmer—Age 16
- 3rd—Jim Doering—Age 16

- '40 Ford panel truck
- '68 Dodge Charger Funny Car
- '68 Chevrolet Camaro Funny Car

ADULT DIVISION

- 1st—Reggie Williams—Age 26
- 2nd—James Zerzer—Age 30
- 3rd—Jack Eineichner—Age 40

- Radical handbuilt custom
- '55 Chevrolet competition car with camper body
- '64 Chevelle altered w/ Funny Car

BEST IN SHOW

Reggie Williams
Syracuse, Indiana

Radical handbuilt custom
with turbine power

BEST PAINT

Reggie Williams
Syracuse, Indiana

Radical handbuilt custom
with turbine power

BEST ORIGINALITY

Ed Seachles

'40 Ford Panel—radical custom

BEST DETAIL

Scott Palmer

'68 Dodge Charger Funny Car



Third in Adult Division was taken by Jack Eineichner's '64 Chevelle.



Bob Holsen took First Place in the Junior Division with this '69 'Vette.



Second in Junior Division went to Michell Penn for his '57 Chev.



Robert Cromley took home Third Place honors in the Junior Division with this '68 Plymouth.



Ed Seachles grabbed First Place in the Senior Division with this '40 Ford panel truck, plus Best Originality honors.



Best Detail and Second Place in the Senior Division went to Scott Palmer for his '68 Dodge Charger.



Jim Doering won Third Place in the Senior Division with this '68 Chevrolet Camaro Funny Car.

**DAYTON, OHIO
JANUARY 3, 4, & 5, 1969
WAMPLER'S ARENA**

SHOW DIRECTOR: CARL CASPER

MODEL cars came pouring in from everywhere to the Dayton, Ohio model car contest at Wampler's Arena. Judging on this particular contest was extremely tough but when it was all over one name stood out from all of the rest—TOM WOODRUFF of Jackson Center, Ohio. Tom has been a top model builder for many years. Mike Sparks and Jerry Kathe did their very best to upset Woodruff but Tom's wild handbuilt full-custom sports car turned out not only to be first in the Adult division but also the "BEST IN SHOW." The wild interior, bubble top, MetalFlake paint, and fantastic detail and workmanship made Tom's car the finest that the judges had seen in any contests to date.

Butch Baily, of Centerville, Ohio, walked away with first in the Senior division even though he is only 13 years old. His competition Volkswagen Bus was a fine piece of workmanship from the top to the bottom.

It was a great contest in a great show and everyone had a fabulous time. Ted Moore of Dayton was the general manager of the contest and he did a great job. The excitement was high and everyone is certainly looking forward to next year's event.

JUNIOR DIVISION

- | | | |
|-----|--|--------|
| 1st | Steve Degroote
294 Blackston
Centerville, Ohio | Age 12 |
| 2nd | David Scherreik
1732 King Ave.
Dayton, Ohio | Age 12 |
| 3rd | Mark McDonough
6675 Helwig
Dayton, Ohio | Age 12 |

SENIOR DIVISION

- | | | |
|-----|---|--------|
| 1st | Butch Bailey
156 E. Spring Valley
Centerville, Ohio | Age 13 |
| 2nd | Chuck Kuhbander
604 N. Main St.
Englewood, Ohio | Age 15 |
| 3rd | Steve Watson
4264 Briar
Dayton, Ohio | Age 17 |

ADULT DIVISION

- | | | |
|-----|---|--------|
| 1st | Tom Woodruff
107 Island Ave.
Jackson Center, Ohio | |
| 2nd | Mike Sparks
321 South 4th St.
Dayton, Ohio | Age 20 |
| 3rd | Jerry G. Kathe
1934 Pronty St.
Xenia, Ohio | |

BEST PAINT

Tom Woodruff

BEST DETAIL

Chuck Kuhbander

BEST ORIGINALITY

Mike Sparks

BEST OF SHOW

Tom Woodruff

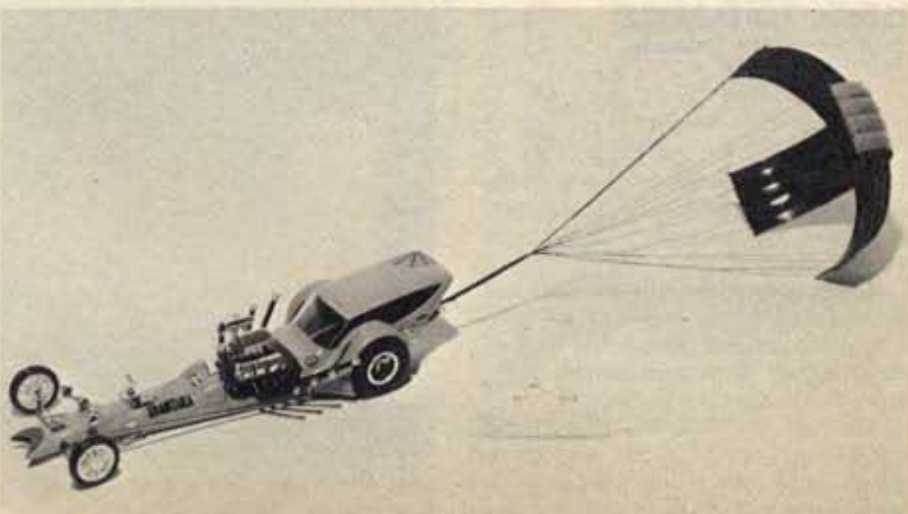


Tom Woodruff won First in Best Paint, First in Best of Show, and First in the Adult Division with his hand-built Corvette.



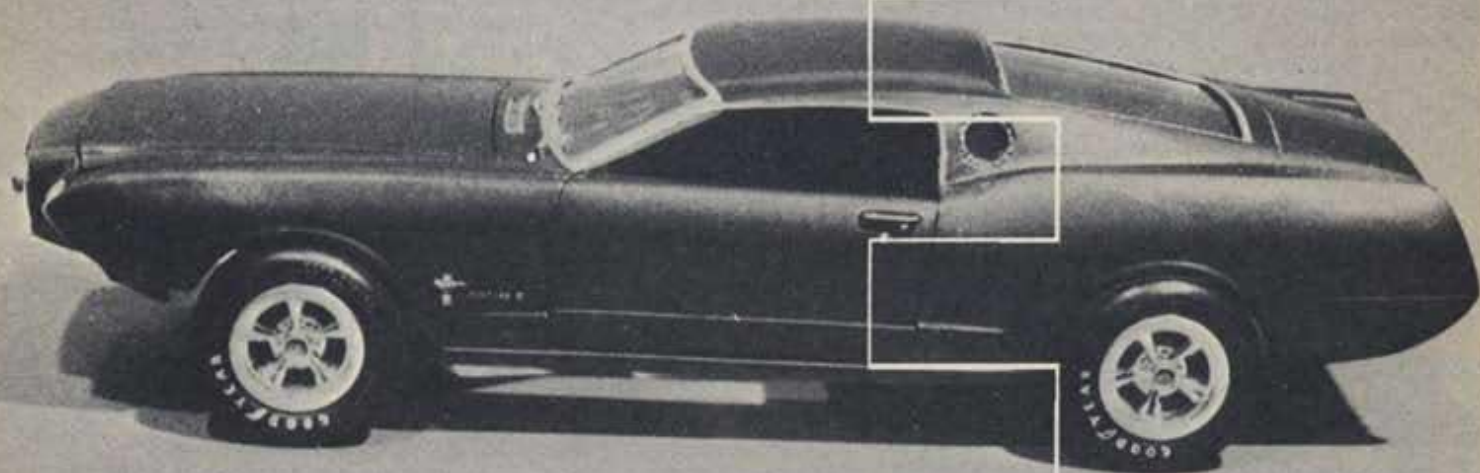
First in the Senior Division went to Butch Bailey for this VW Station Wagon.

Steve De Groote's T'rantula won First Place in the Junior Division



Show Director Carl Casper offers congratulations to Third Place Junior Division winner, Mark McDonough for his superb Cord.

COMBINING BODIES



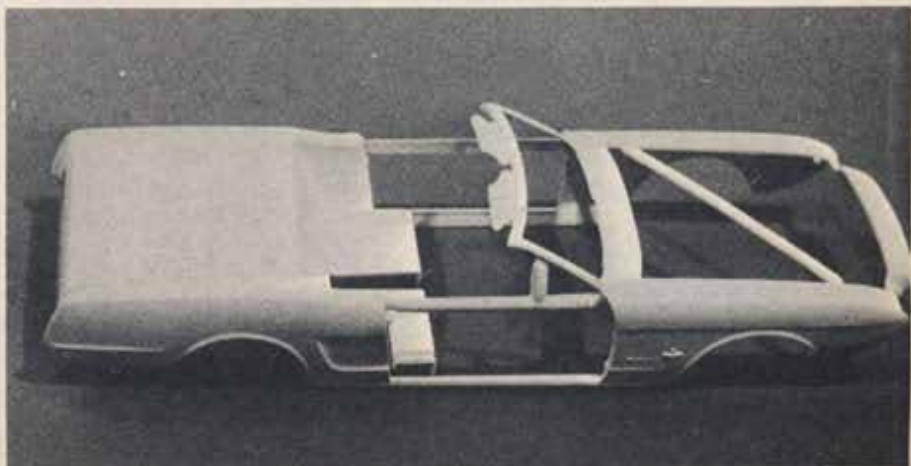
Back to basics

By "Brick" Price

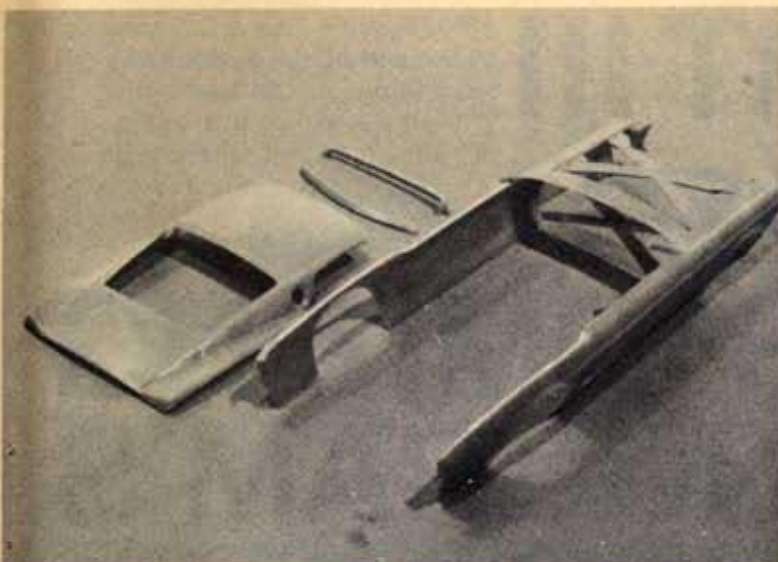
The easiest way to modify the appearance of a car or motorcycle model is by swapping parts from another kit.

It's best to stick with one scale and general styling. For example, the Mustang, Cougar and Firebird are intermediate cars with approximately the same dimensions and styling.

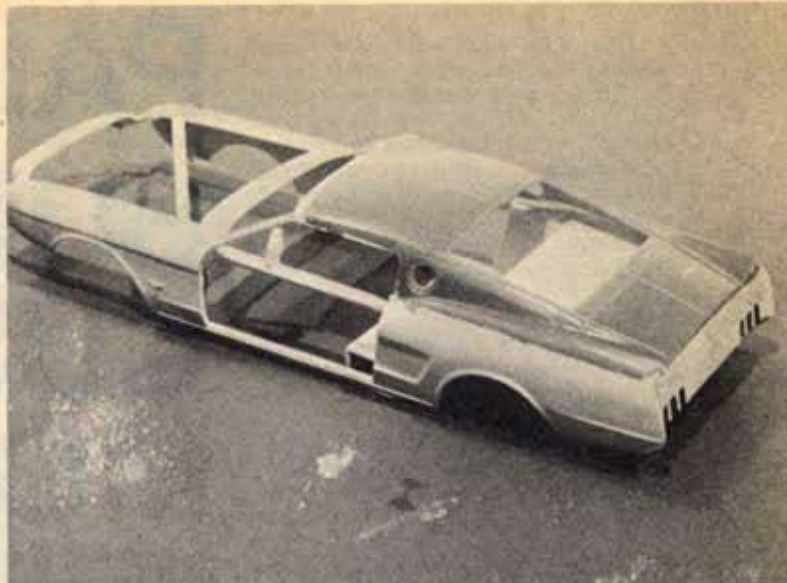
I chose the IMC Mustang II and AMT Experimental Mach I to illustrate my point. A conversion such as this is very simple and yet distinctive.



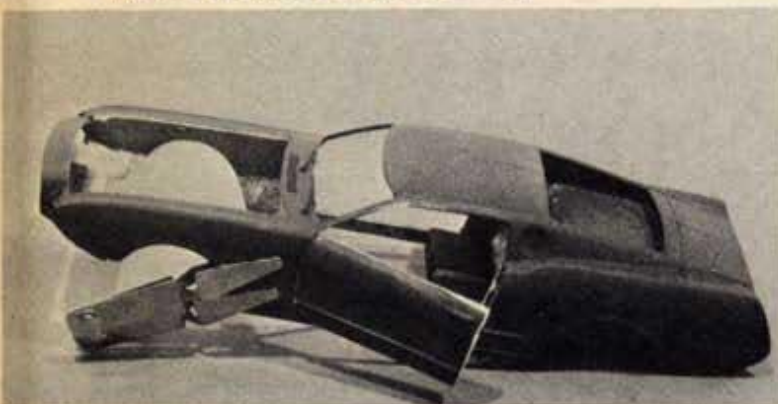
Glue the trunk shut and mold the rear seat section into the deck lid.



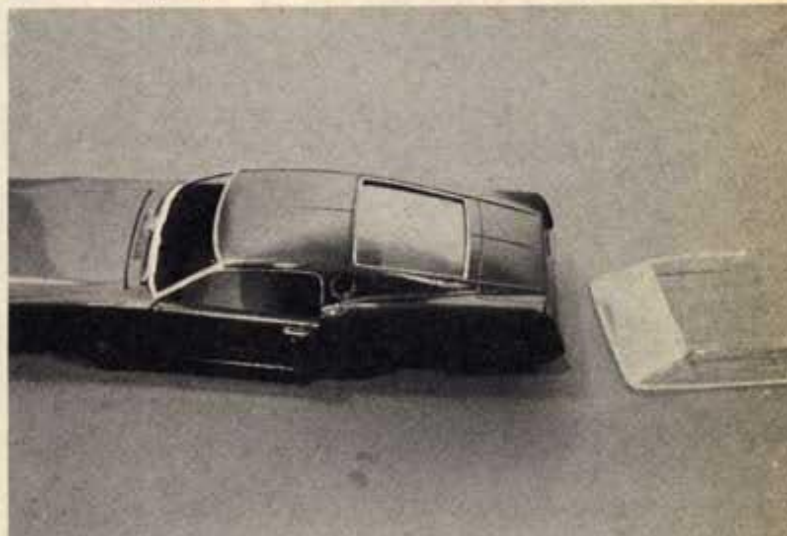
Cut the entire roof section from the Mach I. Cut as much as needed from the roof to make it fit the new body.



Glue the roof to the body and fill all crevices with putty.



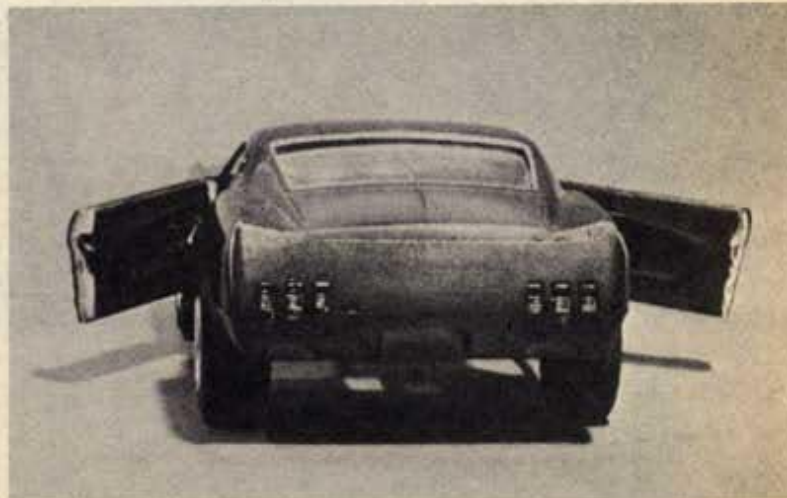
Sand the putty smooth with #600 sandpaper and spray the car with several coats of primer. Wet-sanding between each coat allows you to see and correct any flaws in the body work. Glue the doors and hood in place before applying the top coat of paint.



The Mach I rear window is cut from the front and glued in place. The stock front window installs un-altered.



The chassis can remain stock but don't forget a set of "cool" wheels.



A spoiler might look nice but the Kamm effect rear end seems more suitable. The IMC kit is well detailed with opening doors, trunk, etc.

This is the third (and final) installment of our customizing article featuring Monogram's beautiful one-eighth scale "E" Jaguar. We hope your finished model looks like this one, or even better! If it does, you should have no problem hauling in trophy after trophy at any model car contest you enter.

You can get the issues you missed (Part One and Two) by ordering March and April issues of MODEL CAR SCIENCE. Send 50¢ for each issue you need to the following address: Back Order Department, MODEL CAR SCIENCE Magazine, 131 Barrington Place, Los Angeles, California 90049.

We'd like to see finished shots of your E-Jag. Send good clear black and white photos to the attention of the editor, at the same address listed above. If they're good, we'll run them in a future issue.

If you want more of this type of thing, drop us a note and let us know.

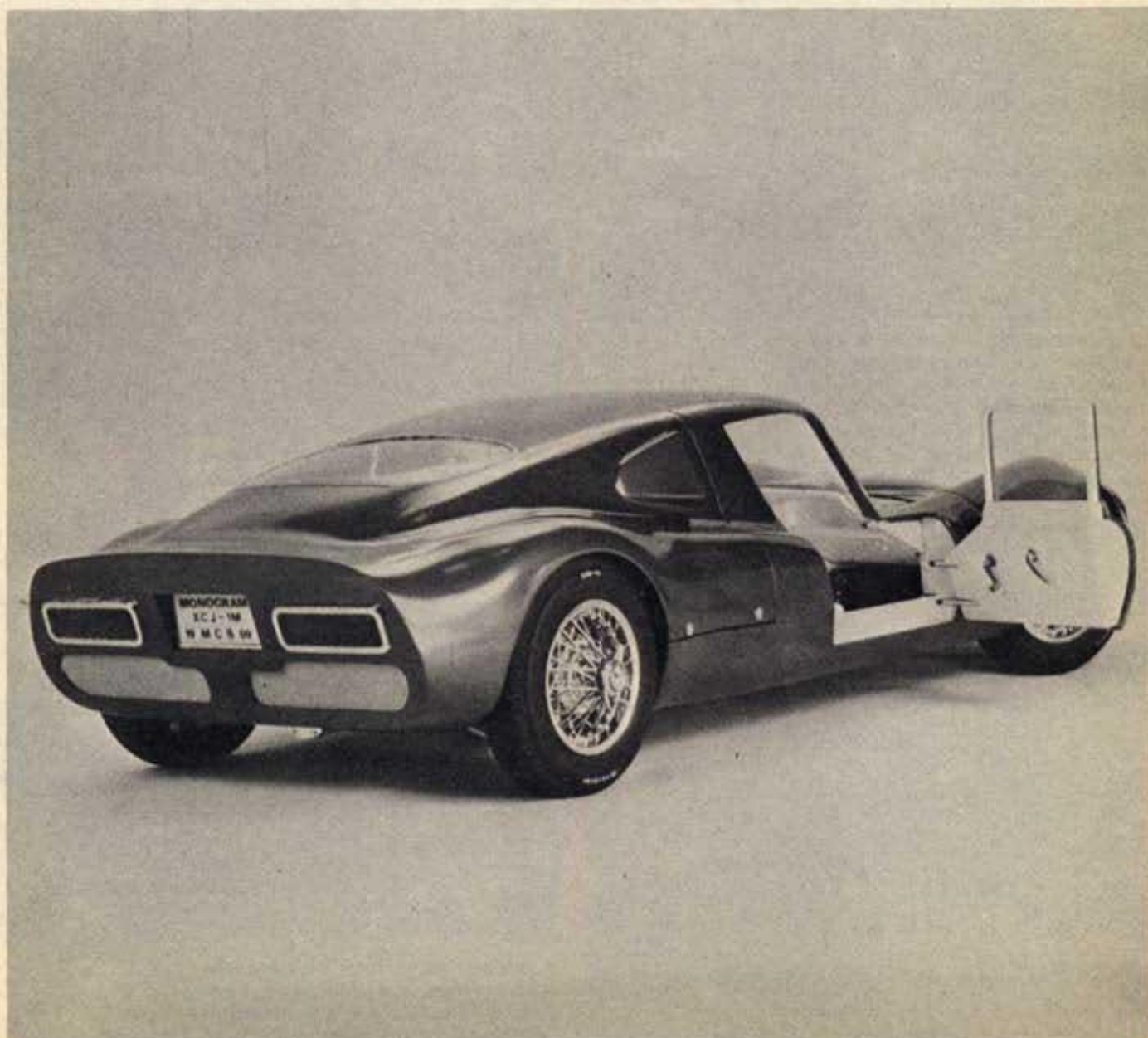
PART III

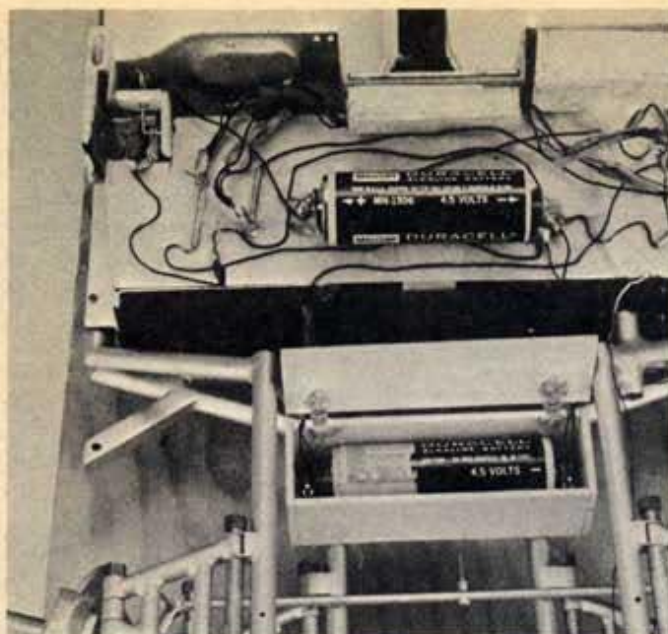
By Dennis Doty

SUPER CUSTOMIZING MONOGRAM'S "E" JAG

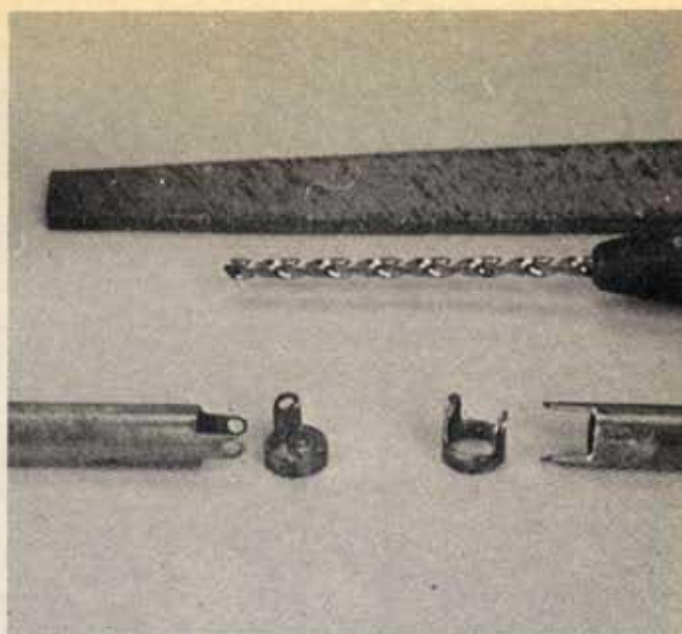
Monogram's "Big E" arrives at the end of the customizing road. Now you can take home the concours gold at any model car contest!

By Dennis Doty

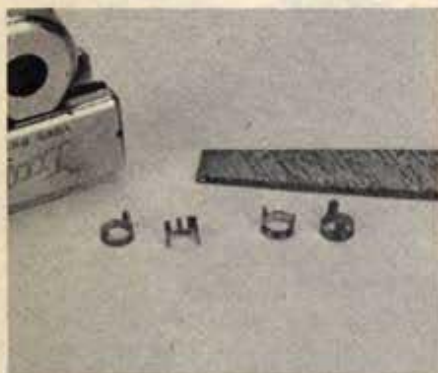




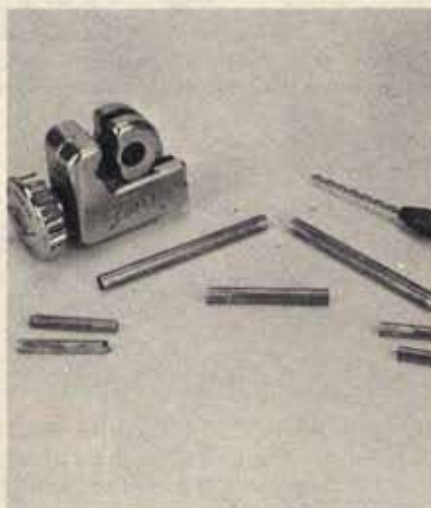
Place a battery in the #1 box. See which end of the battery is in contact with the mounting post you ran the gauge wires to (and the wire from the #2 battery). Install the #2 battery so that the end of it which makes contact with the post you ran the wire from the first battery to is of the same polarity as the #1 battery. If everything works, disassemble everything and assemble it again during final assembly. Mark where everything goes.



Drill a $1/16$ " hole through a piece of $3/16$ " tubing. File the tubing down until you have two posts, containing the holes. Cut two $3/16$ " long and two $1-5/8$ " long.



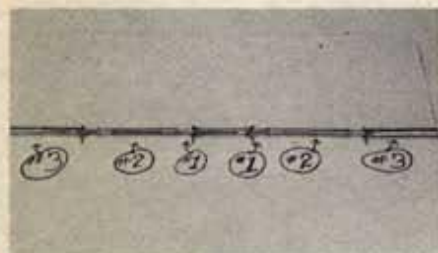
Make four axle pieces as described before, but don't drill any holes in them. Cut these $3/16$ " long also.



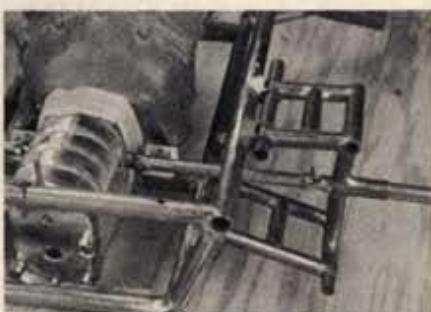
Cut two pieces of $5/32$ " tubing $1-13/16$ " long and one piece $1-1/8$ " long. Cut four pieces of $1/8$ " tubing $3/4$ " and drill a $1/16$ " hole in the end of each of them.



Place the $1/8$ " tubing between the first axle pieces and bolt them together with 00-90 bolts. Insert the axle pieces without the holes in them over the $1-13/16$ " long tubing. Posts should line up as shown.



Place the two short pieces of axle, part #1, over the $1-1/8$ " long tube. Insert $1/8$ " tubing from part #1 into parts #2. Insert $1/8$ " tubing from parts #3 into parts #2. When installed, the $1-1/8$ " length of $5/32$ " tubing fits through the hole in the transaxle.



This shows how things should look when everything is installed. Tube length may need to be modified to fit your set up. Epoxy the pieces together.



Cut the Monogram Jag mufflers apart, cut the pipes off, and drill a $7/32$ " hole through the mufflers. Insert a length of $7/32$ " tubing through the holes. Cut down the Jag exhaust pipes and the Chevy headers down to fit as shown.



Drill a 00-90 hole through the frame and muffler, not through the 7/32" tube. Epoxy the bolt and tubing to the muffler, with scrap plastic and putty over it smooth. Sand to shape.



Cut down the "H" shift pattern from the Monogram Custom Chevy engine so it will fit on top of the mounting posts. Drill a small hole in the shift end and shorten the shift 1". Glue the transmission together, then cut it down as shown.



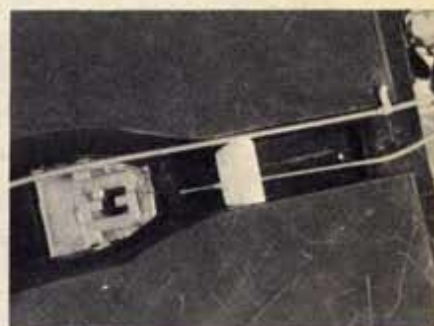
Enlarge a hole in the Jag boot and open a space for the shift unit in the console. Glue the shift assembly to the boot.



Drill a 1/16" hole in the transaxle, cut a thick strip of brass 1/2" long, drill a 1/16" hole in one end of the strip and a 00-90 sized hole in the other. Wrap the end of a piece of .011" stiff wire around a 00-90 bolt to form an eye. Attach the 00-90 bolt to the strip and the strip to the transaxle with the one bolt, two nuts system.



Bend a length of 1/16" tubing to fit as shown. Don't make sharp bends. K&S's tube bender helps, but bends can be made around a battery "free hand". Run a .011" piano wire through the tubing, but don't secure it to the shifter.



Make a front shift linkage bracket out of plastic. Glue the bracket and epoxy the tubing to the bracket during final assembly. Hand paint the bracket flat black after it is in place.



Wrap a brass strip around 1/16" tubing to form an eye. Bend the eyes (five are needed) to make brackets to hold the gas and shift linkages in place.



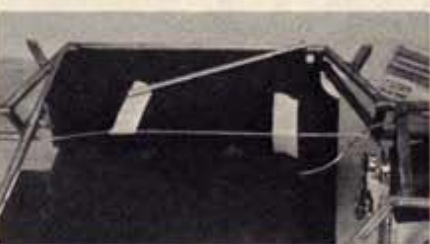
Drill a 00-90 size hole in the bottom of three carbs. Cut three strips of brass 1/4" and drill a 00-90 hole in each end. Assemble the carbs and strips as shown and make a linkage out of 1/16" tubing. Attach the brass strips with one bolt, two nuts. A plastic washer may be needed to get all the bolts to clear the carb.



Heat sink an H.O. barn door hinge to the gas pedal. Cut most of the mounting bracket off and drill a 1/16" hole through the remaining bracket. Epoxy a length of 1/16" tubing in place. A 00-90 bolt secures the pedal in place.



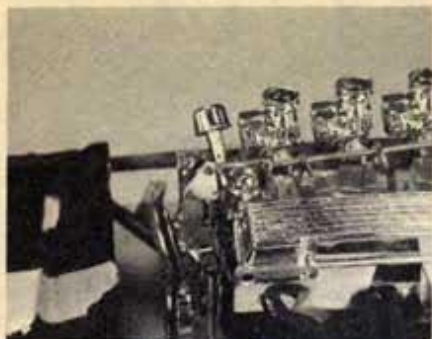
Cut a triangle out of plastic, drill two 00-90 holes in it, and one hole for the piano wire as shown. Cut an "L" shaped strip of brass. Drill the 00-90 holes as shown, bend the strip to a 90° angle and mount it to the engine block. Access hole was ground in the head to get at the mounting nuts for the strip.



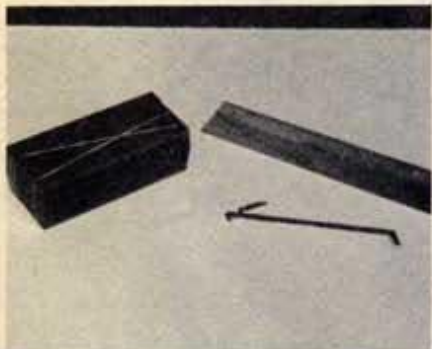
Bend the 1/16" tubing for the accelerator linkage and fit it in place. Attach one end of a piece of .016" piano wire to the gas pedal, attach springs, (see next photo) and fit the wire through the tubing. Attach the wire to the triangle only during final assembly.



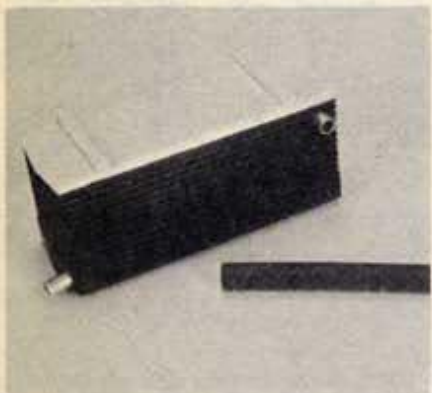
Slip several small H.O. springs over the wire, before inserting it through the tubing, then fit one larger spring over the other springs. Install wire and fit the large spring over the 1/16" gas linkage tubing, which should protrude 3/8" into the interior.



Mount the triangle to the brass strip with the one-bolt, two-nut method. Use tubing to connect the triangle with the carb linkage. Bend the tubing around the water outlet (part 101).



To get the stock Jaguar radiator to fit, cut it in half and glue the two pieces together. Cover the exposed end with .080" thick sheet plastic.



Make water hose outlets out of 5/32" tubing. Epoxy the tubing in place.



Attach the water hoses to the frame after it is painted by inserting a piece of 5/32" tubing in the hose and the other end in the frame. Large solder inserted through the hose allows the hose to be bent into any shape.



Add a box to the bell housing to represent a hydraulic clutch actuator. Drill a 1/16" hole in the block and epoxy a length of 1/16" tubing to it. Dipstick is made from wire with a stop soldered in place.



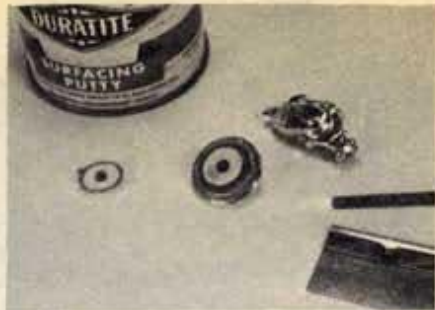
Make a gas tank from a small plastic box like the ones used to hold fishing hooks. Glue the pieces together and cut off the hinges and snap.



Cut the necks off the water outlets and drill 5/32" holes for the new outlets. Epoxy short lengths of tubing in place. Your water hose may require larger tubing.



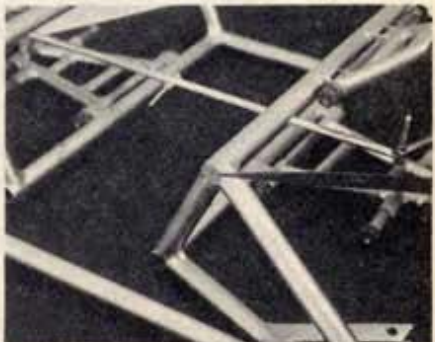
Wrap 1/16" chrome tape around the hose to represent chrome clamps.



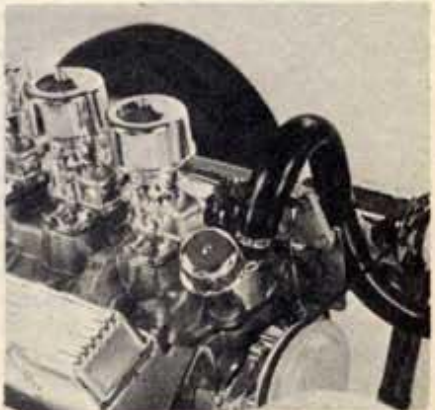
Fill the water pump pulley with putty, let it dry. File 3/16" off the water pump pulley mount to make up for the putty filled pulley. Cut 3/16" off the pulley so it will clear the fire wall better.



Make two sets of brackets out of .040" plastic and glue them to the radiator and gas tank. Mount them to the frame with 00-90 bolts. If radiator doesn't clear the hood hinge, glue plastic blocks to the brackets to raise the radiator.



Use 3/32" brass rod and 1/8", 5/32" and 3/16" tubing to make a plug to look like the rear frame has been sealed off for the water lines.



The rear hose will have to be bent like this to clear the throttle linkage.



Radiator cap is from the basic Monogram kit. Gas cap is from an old 1/16 scale antique kit, while the filler spout is an old body mounting post.



Install the top shock pieces as shown. With the wheels in place and the frame one inch off the ground, measure the distance from bottom shock piece to the start of the spring. Add 3/16" to this length and cut a length of 3/16" tubing to this length. Cut the 3/16" tubing to fit each shock separately. Label each shock so it can be assembled correctly again. Shocks should also go back to the same mounting brackets they were removed from.



Cut the heads off four bolts, cut four lengths of 5/32" tubing to fit inside the front and rear axles. Epoxy the tubes to the axles, then epoxy the bolts, with the knock off attached, to the 5/32" tubing. Don't get epoxy on the knock off.



To clear the left rear shock, the steering arm must be positioned to the right and the connecting arm must be a little shorter, as shown, when the wheels are pointed straight ahead. Make the connecting arm from 1/8" tubing and install it to the steering arm and the hole in the tie rod with the one-bolt, two-nut method.

54/Model Car Science



Cut 16 pieces of 3/16" tubing 1/4" long, eight pieces of 5/32" tubing 5/16" long, and eight pieces of 3/16" tubing 3/16" long. Solder the 5/32" tubing and the 3/16" long. Solder the 5/32" tubing and the 3/16" long 3/16" tubing to the 1/4" long 3/16" tubing. Now, cut eight pieces of 5/32" tubing 3/8" long and eight pieces 3/32" long.



First epoxy the 5/32" tubing to the springs, then the short length of the tubing to the top shock pieces. Epoxy the 3/16" tube to the bottom shock pieces. After the epoxy dries, epoxy the 7/32" tubing to the top shock pieces, then drill a small hole in the middle of the 3/16" tubing to enable the 5/32" tube to be epoxied to the 3/16" tubes. Add helper springs before gluing the 5/32" tube in place if necessary.



Cut 5/32" tubing for the outer pieces for the bolts for the suspension arms, with the shocks in place. Cut the pieces 1/32" longer than necessary so when the nuts are tightened against the tubing, there will be a slight amount of play.



Cut down the stock steering column and drill a 7/32" hole through the pieces. Epoxy the pieces to a 3/4" length of 7/32" tubing. Install it after the steering column is epoxied to the frame.



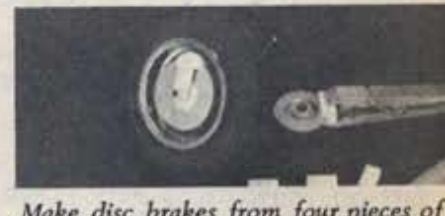
Find eight ball point pen springs that 5/32" tubing will fit inside. Cut eight pieces of 7/32" tubing 1" long. Shorten the springs about 5/16" and insert the short lengths (3/32" long) of the 5/32" tubing in one end of the springs and the long lengths (3/8" pieces) in the other end.



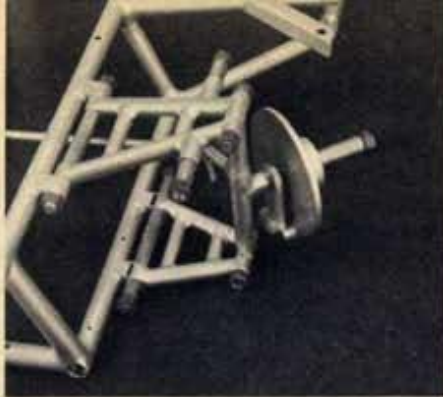
Select four cut-down bolts that will just fit inside the round hole in the knock offs. Carefully epoxy the nuts in place, use the bolt to make sure the nut is in straight.



Cut the heads off the bolts and fit them in the tubing, use two bolts for each large "bolt". Install a nut on each bolt and epoxy the bolts to the 5/32" tubing. Don't get epoxy on the nuts.



Make disc brakes from four pieces of .060" plastic, 9/16" long and 5/16" wide. Center piece, shaped to the disc, is .040" plastic. Glue together as shown and file to shape after glue dries. Mounting bracket is .060" plastic. Front discs will have to be filled in as shown, turn a plastic washer, and the rear discs will have to be cut down to get the brackets to fit.



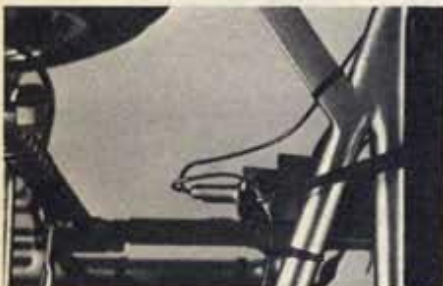
Epoxy the front discs in place by filling the gap between the disc and caliper mount. Epoxy the rear in place by applying a small amount of epoxy to the "H" arm and slipping the disc assembly in place.



Drill a hole in the disc brake as shown and glue a piece of flexible tubing in place. Tape the tubing to the suspension arms and to the frame. Make sure the front wheels still turn. Run a length of wire from the left front brake to the bottom post on the master cylinder.



Insert a wire in the left rear flexible tube, like you did for the front, and run it to the upper post on the master cylinder.



Run a wire from the right front tube to the left brake wire, and connect them under the master cylinder. Wire the right rear brake line to the left rear line, connecting them near the front engine mount.



Where the right brake lines connect with the left lines to form a "T", place a drop of glue. When the glue dries, paint it silver to represent a "T" joint.



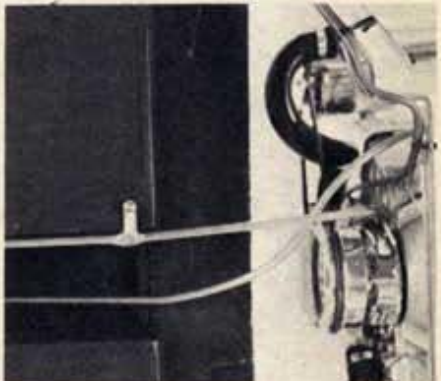
Run a line from the brake fluid reservoir bottles to the right side of the master cylinder, then a line from the left side to a hole in the back of the intake manifold for the vacuum line.



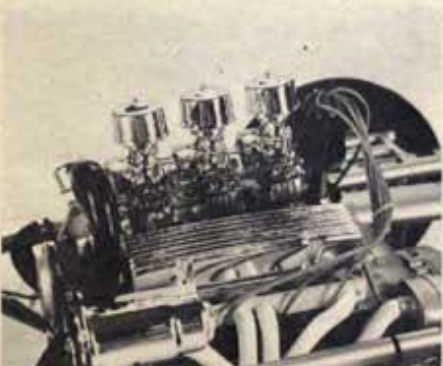
Make a frame out of wood for holding the model while painting. Mount two, thin (but stiff) strips of wood to the mounting holes for the frame. Attach the strips to the wood frame with small "C" clamps. You can see the inside and the interior of the body were masked off for painting.



Make eight (four at a time) body protectors from .020" plastic. Use an 0-80 bolt as a mandrel for turning the "washers". Cover them with chrome sheet and 1/64" tape. Use a 1/16" piece of tubing for a punch to make a hole in the sheet chrome. Glue them in place on the body.



After all the shift and throttle brackets are in place, epoxy the tubing to the brackets.



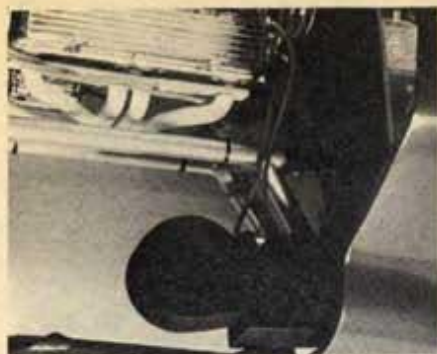
Put a drop of epoxy on the end of the nuts to keep them permanently in place.



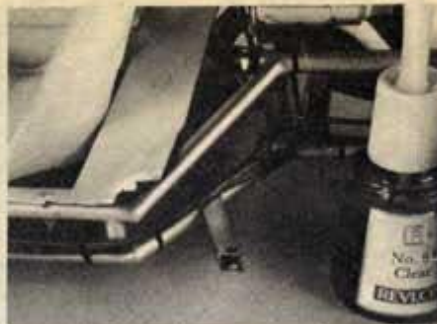
Here's how the wires from the generator look. Install them after the body is in place.



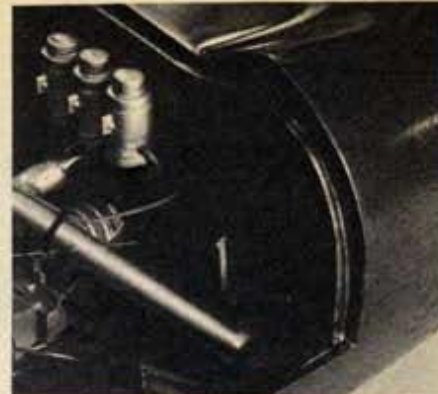
Glue the header mounts in place after the spark plug wires have been installed, then glue the headers in place.



Drill one hole in the top and one in the side of the heater and glue it in place. Run a line to a hole in the water pump and the other line to a hole in the cylinder head.



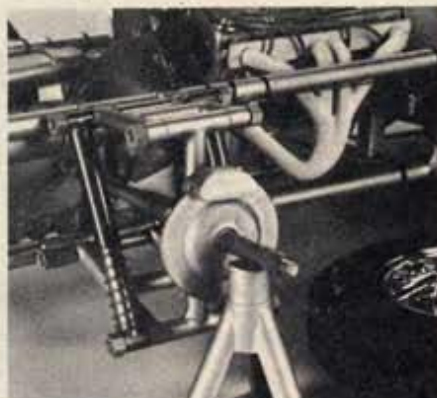
After all the wires are in place, including the wires from the head and taillights, secure them in place with 1/32" pinstripping tape. Apply a drop of clear nail polish over the tape ends to keep them in place.



Run all the wires from the engine to the gauges through holes in the fire wall.



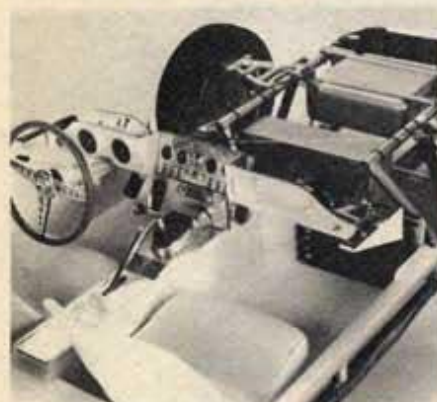
How the wired windshield washers look. You could run a line directly to the outlets on the cowl, if you want to include all the wires.



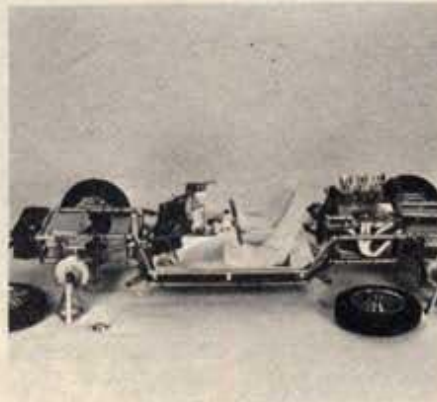
Close-up of the rear disc brake and shock assembly.



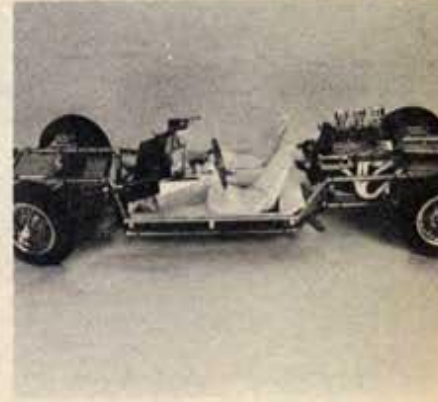
Close-up of front disc brake and shock assembly.



Completed interior before installation of body and crash pad.



Shot of completed chassis and interior with the wheels removed.



Shot of the completed chassis and interior with the wheels in place.



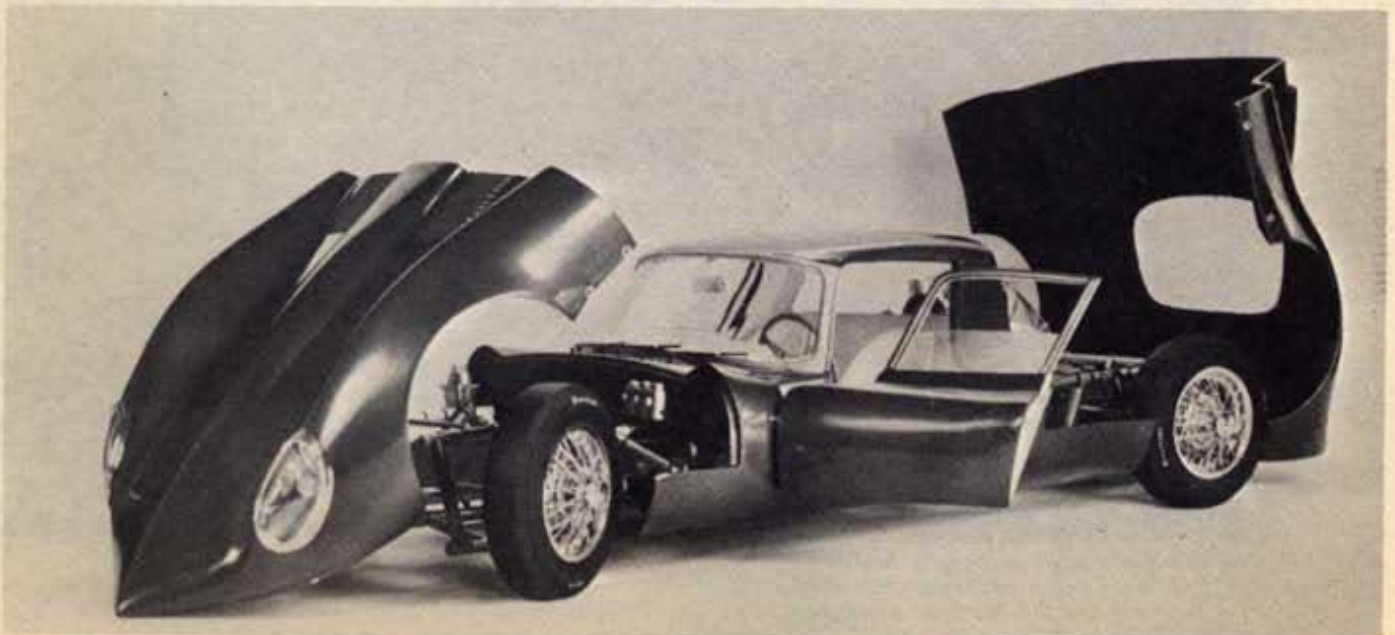
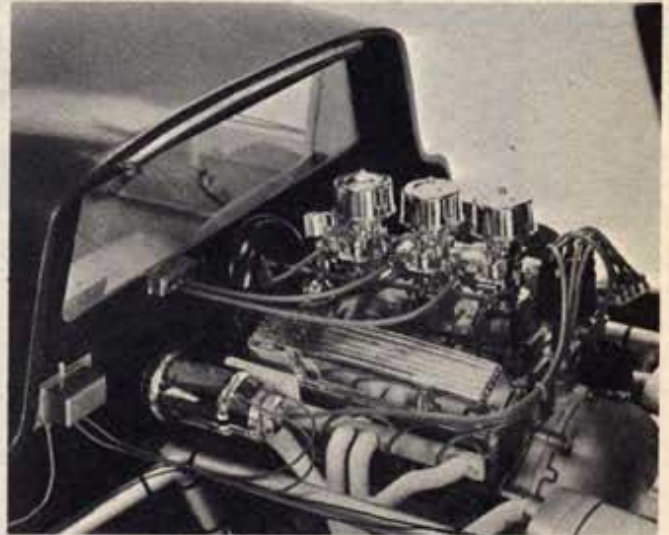
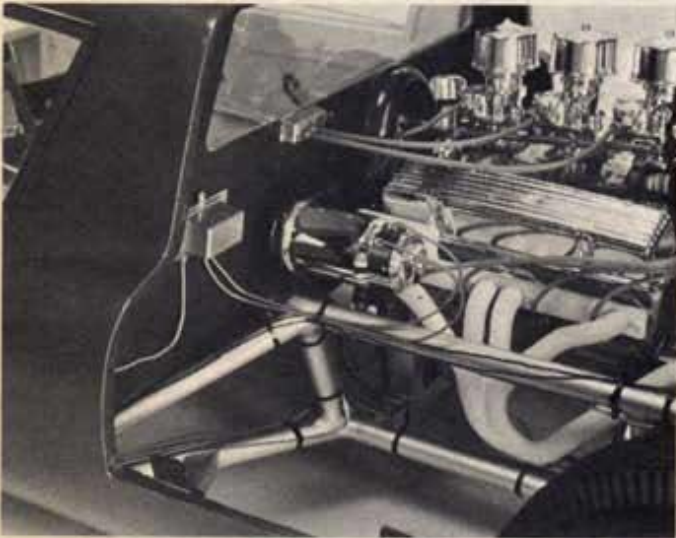
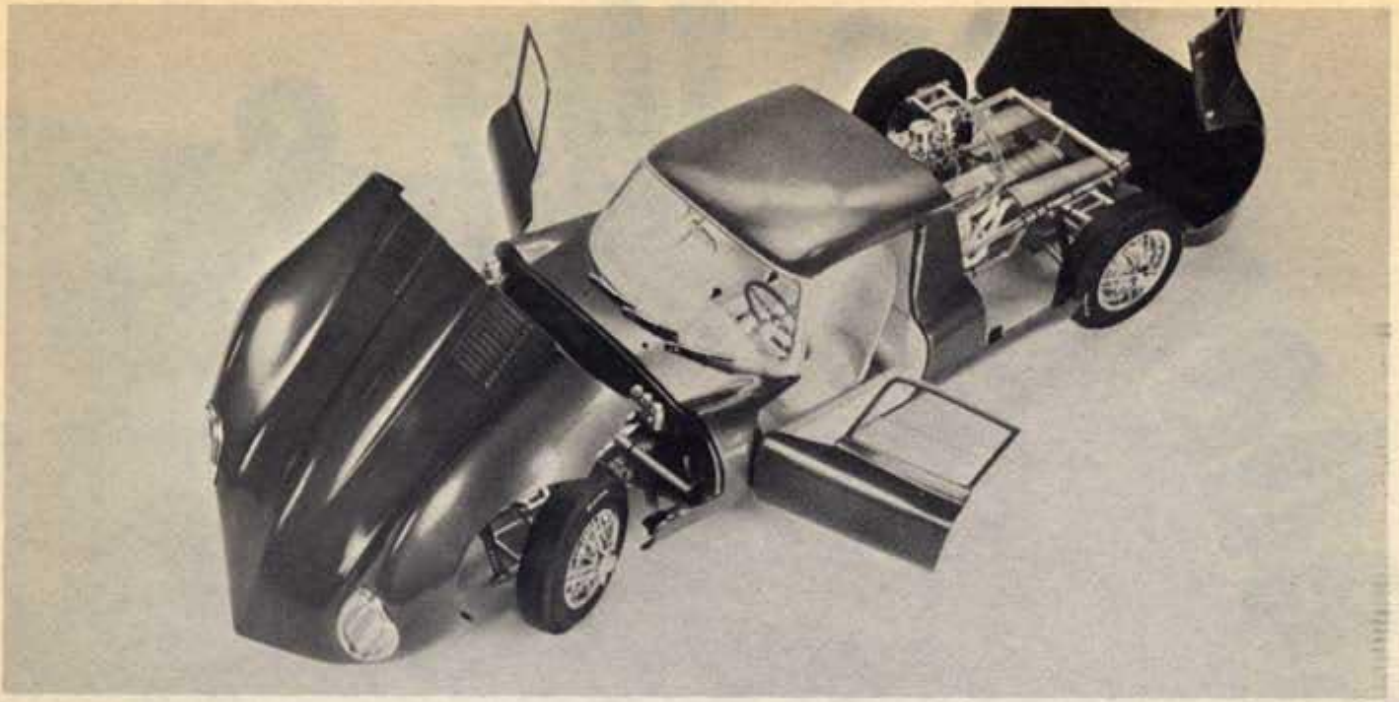
This photo shows the taillights and rear grille. License plate is from the Monogram Sting Ray kit. Lettering is dry transfers on a white sheet decal.



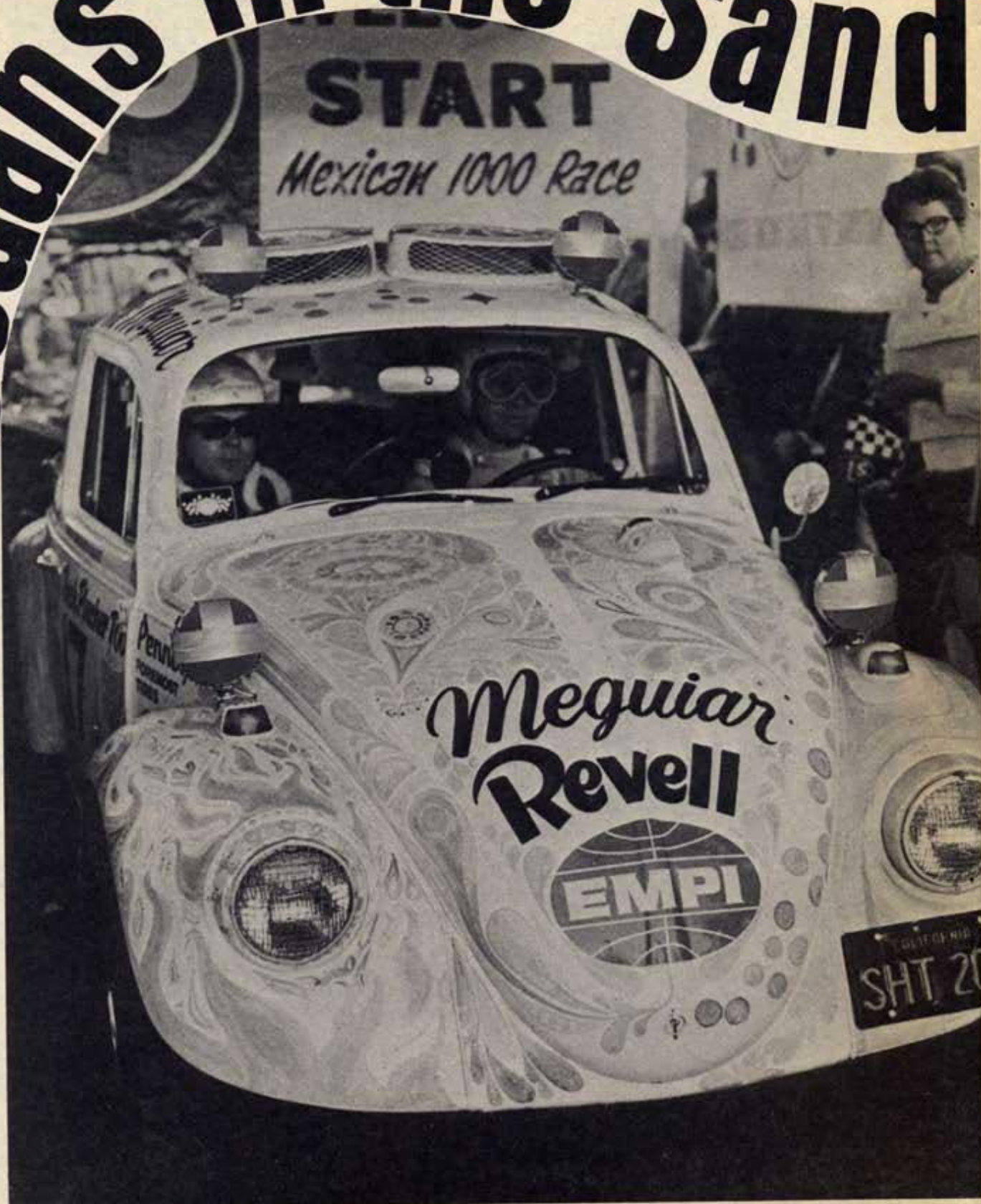
Front headlight, turn signal, and grille.



View of the completed interior with the body in place. Attach the crash pad as described in the Monogram instruction sheet for the Jaguar.



Sedans in the Sand



Revell/EMPI made slight modifications to '67 car for '68 Baja run, the most noticeable being the day-glow-on-white "mod" paint.



Build an off-the-road Baja basher from Revell's 3-in-1 VW Kit.

It's fundamentally ridiculous to attribute Dr. Porsche with having knowingly created the ultimate fun car when he gave birth to the Vee Wee, but indeed he did. He might have had a hint of what was to come in the various Porsche-type military jeeps. But who could know, in the dark ages of the late '30s, that a few decades later the "masses" would thrash about in the boonies on Porsche-designed chassis for fun games, not war games?

Even more mind-bending, to a war-time genius like Dr. Porsche, would be the sight of his "peoples sedan" making like it, too, was an off-the-road vehicle—in full sedan trim.

Backroad and off-road sport drivers undoubtedly thrashed their VW's through the boondocks years before anyone even thought of such a thing as the "Mexican 1000" race down the Lower California Peninsula of North

America. This same peninsula happens to coincide with the boundaries of the Mexican state of Baja (Baa-Haa to you "gringos") and today the sound of the name Baja to most fun-car fans means simply THE natural habitat of really serious off-the-road racing.

Briefly, the second running of the Mexican 1000 (hereto referred to as the Baja run) took place in early November of 1968. The 834 mile race includes eight classes for all types of vehicles—two or four-wheel drive dune buggies, jeep-type vehicles, sedans, and motorcycles. Over two-thirds of the race is over ungraded roads.

Motorcycles beat the cars (and some Ford cubic money). A Ford Bronco was third, and a dune buggy fourth, representing three of the eight different classes.

The most interesting class for us real or imagined street racers was class I for "production two-wheel drive passenger cars." A Saab V-4 won this class in 30 hours and 29 minutes—just nine minutes shy of ten hours behind the winning 'cycle. A near-stock VW finished second in class I. The VeeWee model on these pages is a close duplicate of the full-size cars (and their Baja-bashing modifications).

Revell has kitted, as one version of this single "3-in-1 kit" a near-perfect example of an off-the-road modified Volkswagen sedan. The prototype for this car was, in fact, entered in the 1967 Baja run by one of Revell's merry men, Don Ernst. The car was professionally prepared by EMPI of Riverside, California, with dune-buggy-proven off-the-road mods.

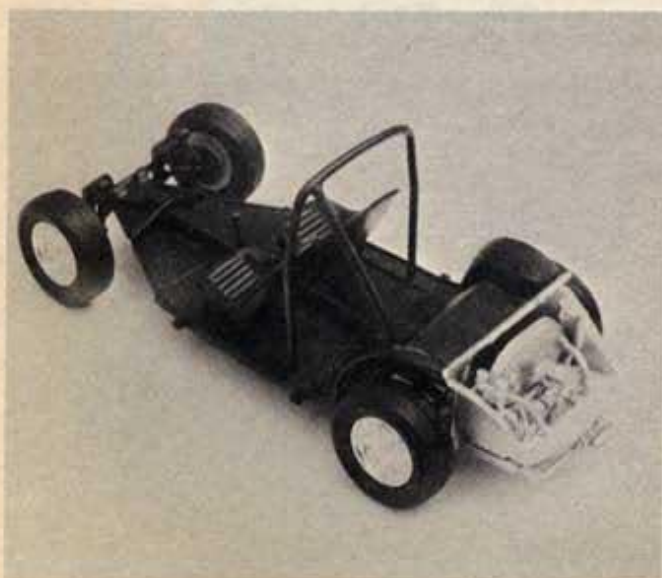
The biggest assets the VeeWee has, for this type of travel (?) are its air-cooled engine and built-in reliability under wide-open throttle. The car is a basically stock VW with an EMPI-ized 75bhp engine that is blue-

printed (on the loose side), ported, Weber-carburated, with a special cam and extractor exhausts. The air cleaner was placed in the relatively dust-free interior of the car. The suspension was stiffened, with special shocks added. The need for every possible inch of ground clearance precluded the use of the famous EMPI camber-compensator at the rear. The underside of the front suspension and the engine were protected by separate skid plates, the wheel wells radiused 2", the back seat removed and a roll bar fitted along with an enlarged gas tank.

The model includes examples of all of these details that are visible—and all are stock kit parts. If you can't venture to Lower California with your VeeWee, you can model a VeeWee with class I win potential and know that all of those mods have been torture-tested on a real car in both the '67 and '68 Baja runs.



The engine in the Revell "3-in-1" VW kit offers options of either stock or modified carbs and exhaust. These are the Weber carbs.



Even the basic chassis of the Revell kit is authentically VW. Wheels and wide oval tires are options from stock included in kit.



Small skid plate is for front suspension. Gouge each with file or hot knife, paint basic silver, brush "rust" colored rub marks.



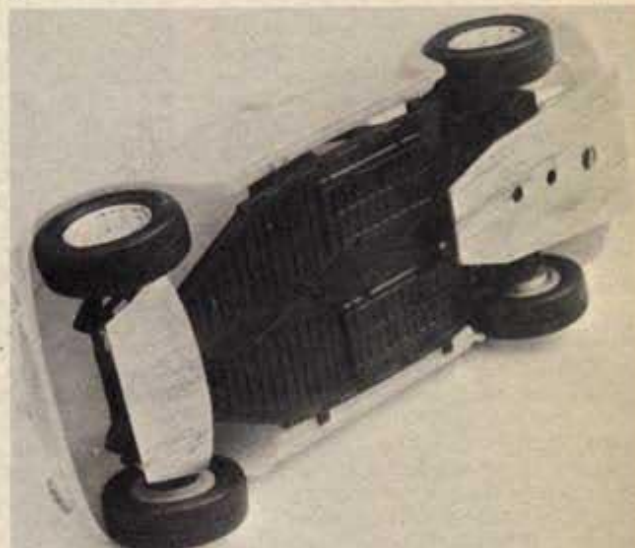
Black cross piece just behind rear axle is "camber compensator" from kit. Leave it off for off-the-road version of VW.



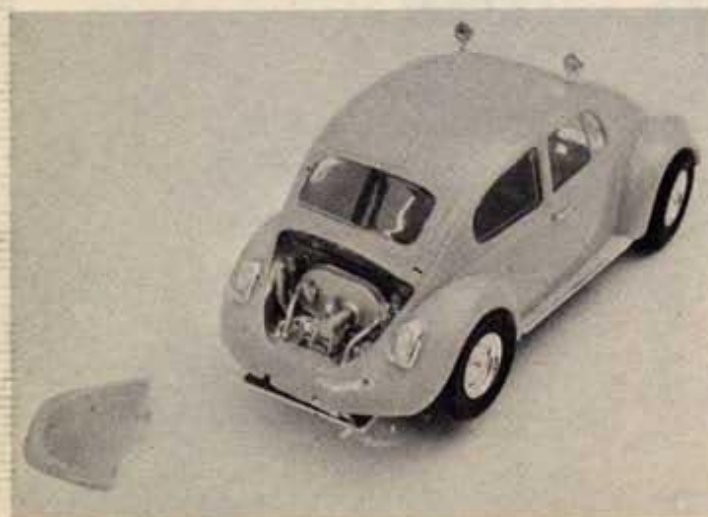
Glue both skid plates in place. The stock floor pan of the VW makes an excellent skid plate for the rest of the car.



Drill a pair of 1/16" holes in the roof to mount the spot lights in the positions used on the full size Revell-EMPI Baja car.



Only the "trunk" piece of interior is needed. Rear seats and deck were removed for off-the-road racing.



Engine hood can be hinged per kit instruction, or simply made removable to display fully-detailed engine bay area.



Revell's new VW kit includes decal markings to duplicate Revell/EMPI-sponsored car that actually competed in '67 Baja race.



The off-the-road modified VW in its new natural habitat—the southwestern desert. Terrain would be typical of Baja.



The full-size inspiration for the Revell "3-in-1" kit option—the '67 Baja racer driven by Revell's own Don Ernst and Gary Cowdry.

GASPARILLA

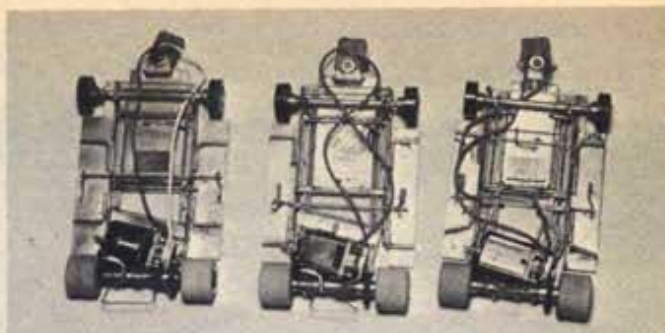
Racin' down Florida way
ARCO



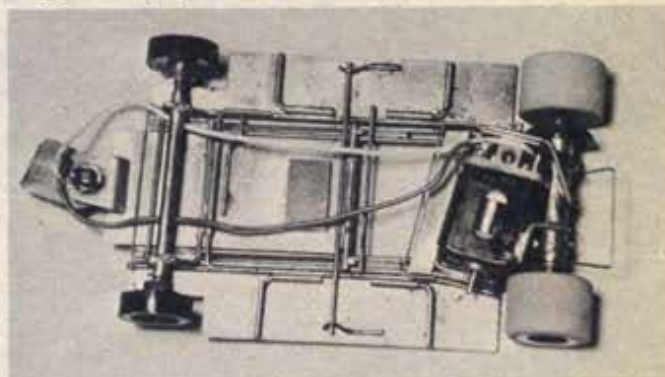
Bob Rule, Champion Race Director, congratulates exhausted John Beach for a brilliant win at the Gasparilla Arco. Stan Cole, track owner, Dave Willits, second place, and Jim Bonsey look on.



Tom Henneka gets a glad hand from Stan Cole for winning concours and being sixth fastest qualifier! John Beach counts his bucks.



Three fastest qualifiers were all Champion canned, all full "Plumber," all orange tired. Furthermore, each of them weighed roughly the same—six ounces.



John Beach's beautiful two rail job. Note the drop arm depressor forward of the front axle. Note also, the brace from the rear axle soldered to the can. Beach ran Champion 48 pitch beveled gears with ball bearings in the rear, Riggen front wheels, one rail piano wire, one brass rod, and a Ferret Phase III drop arm.

FLOYD D. MANLY

The pirates of Gasparilla strike again! Stan's Hobby Shop in Tampa, Florida was the scene of the massacre. On Feb. 8th, sixty-three racing enthusiasts signed up with over \$3,000.00 worth of slot cars and started the smoothest day of slot racing I've ever witnessed. The track had been kept open through the previous night and some of the drivers looked like they had been there all night trying to get the right equipment and right tempo to run on Stan's 155 foot Blue King track.

I showed up about 7:00 A.M. and was hard pressed to get an open practice lane. The equipment was a sight to see. All but 15 of the cars were using the Champion black cans, and the fastest had Mura "Green Bubble Gum" armatures in Champion cans. All, but one lone in-line entry, were Angle winders. Over 80% of the cars were full "plumber" rigged. Some chassis were two rail and a couple had up to five rails per side. The drop arms were predominately brass plate and quite a few were using them up to 1 1/4 inch wide by soldering a pair of 1/16" rods to each side.

Seventy-five percent of the tires used were the new orange sponge with the rest running the blue. Bodies were by everybody with the "Elfin" and the "McKee" as favorites.

The track was in beautiful condition. Stan had just rebraided all the lanes the month before and there was absolutely no trouble getting the juice up from the 200 amp batteries. The road surface was beautifully clean and the traction fantastic.

Bob Rule of Champion started tech inspections at 11:00 a.m. and by 1:00 p.m. all entries were in the box. A few like me got kicked back down the line a few times to clear up a minor infraction of the rules, but everybody that wanted to race got their chance. I was kicked because my

rear tires were too small. I had run them too much trying to get the feel of the track. Then when I replaced them for a new pair they were too wide! The third and last kick was that my front diaphane was attached to the outside on my body, which was stupid of me 'cuz the rules are clearly stated.

Qualifying started so close to 1:30 p.m. that you could say "promptly." Your car was placed on the track and you had one minute to practice or adjust. The power was turned off and your car was moved to the starting line. The three second countdown started, when the power came on the clock was running and you'd better have had your controller mashed to full "GO"!

I turned a respectable 19 laps 17 sections in the two minutes and felt satisfied that was close enough to Champion's Ray Gardner's time of 20.13, BUT when 13 year old Sher Cole, (Stan's daughter) turned in a time of 20.13, two feet behind Ray I knew I was in trouble. Garner's time was only good enough for a sit out for the Semi. He qualified 12th, and could have done better but I don't think he had more than an hour's practice even though he had been there almost all night. This guy was a one-man slot car clinic. Anybody, but anybody who had troubles had Ray's help. I watched him almost rebuild four or five chassis, and the rest of the time he had somebody's motor in his hand, including mine.

The two motors I took along turned out to be real dogs, so Ray dug down into his box and gave me a new Champion "Big Chief" can and end bell. After he tinkered with the brushes a while I was competitive again. Ray Gardner, a bouquet of roses, a bucket of champagne and a kiss on each cheek for your sportsmanship and attitude.

Qualifying went so smoothly that I was surprised that all 63 were ready to race by 6:00 p.m., that's even with a round of applause when any driver turned over 21 laps. Ten minutes of that time was a standing ovation for John Beach of St. Petersburg, neighbor city to Tampa when he turned an impossible 23 laps, 6 sections! Bob Rule was overheard saying that this was a new qualifying record for a sanctioned race on a King Blue 155.

John had horsepower like I've never seen, and a groove we all dream about. The combination was a Bob Kean "25" armature in a Champion can with double shimmed "DZ" magnets. A picture of his chassis is included in this report so you might want to build one like it. *I am*, and all I ask is that Bob Kean send me one of his terrific arms. That's, Floyd Manly, 5112 Lake Howell Rd., Winter Park, Florida, Bob, and I'm not too proud to beg!

The run offs started at 6:30 p.m., right after Concours judging. Tom Henneka took the trophy with a beautiful Elfin, and Jose Rodriguez will be happy to hear that Tom was also one of the top six qualifiers. Everybody raced! There were nine races to determine the two moveups in each race to fill the eight lane track for the main event. Again everything going so smoothly that you'd think Stan Cole had an Arco race every week at his track. He and Bob Rule moved things right into the main event by 11:00 p.m.

Don't look for me in there, cuz when the fast consie started and the other seven cars busted down the straight in front of me I got such a case of nerves I blew a pinion gear in the 11th lap, just so I could unplug and watch.

The semi was even faster and I was happy not to be in anybody's way. Tim Haverty and Arturo Carbonell copped the two move-up spots into the main. Again, Ray Gardner could have done much better, but he had the misfortune of being hurt badly by the "noose" in the next lane every time he tried to pass! Ray was *not* smiling and I wouldn't want to read his thoughts at the end of the semi.

Then it started. What we all came to see—the main event. The only ones standing there for the countdown were eight of Gasparilla's pirates. All local boys, and we had people

drive down from Ohio, Maryland, and Georgia just to tweak a pirate's nose.

John Beach, Jim Clark, Dave Willits, Jim Bonsey, Tim Haverty, Chuck Mabry, Arturo Carbonell and Tom Henneka punched down the straight and into the high bank within inches of each other. I'd have sworn the race would be over right there but they all got thru the bank and into the "hurt" turn.

Across the lap counter first was John Beach on the *OUTSIDE* lane. He hadn't lost his groove, and he traveled 28 laps before deslotting in the "hurt" corner. The ten minute heat ended with Beach countin 103½ laps. Clark was right on his tail with 103 even. Dave Willits, running the inside lane turned 101. Bonsey was 2 laps back of that. The rest of the field was strung out as much as 16 laps down.

The second heat started after a two-to-the-right lane change, and Clark must have blasted a wall somewhere cuz he was out with gear trouble on the 113th. He was back in after 10 laps and only made four before he was out again. Haverty bombed into the bank on the 111th and pedestrians across the street heard the noise. The high bank cost Henneka a gear too. He was working on it at the end of the heat. Bonsey made a bid for fame and pulled even with Willits on the 140th lap but dropped back with braid trouble. Clark came back in after dropping 61 laps and his gear was screeching like a banshee. Willits moved into second spot.

Beach's total after the second heat was 212 laps; Willits, 196; Carbonell, 181; Bonsey, 169; Clark, 147; Henneka, 116; and Haverty with 111.

After the third heat, the standings going into the fourth heat looked like this: Beach, 315; Willits, 297; Arturo, 282; Bonsey, 267; Clark, 225; Mabry, 212; Haverty, 155; Henneka, 139.

The first track trouble of the evening. The lap counter coughed! The lights went out and it cleared itself of all recorded laps. Just in case, Bob Rule had been writing the laps down on a progress sheet so nothing was lost.

Count down! Willits is 18 laps behind Beach for 1st but he's pulling him in the straights now. Is Beach having trouble? Third place Carbonell is out—crashed—with a bad gear. Clark is creeping, Henneka is creeping, Mabry out for 64 laps. Willit's has picked up four of the 18 but Beach stops loafing and starts moving when the way is clear. All he has to do is stay out of trouble. Nerfed under the bridge—stops the car, twists the frame and moving again. Arturo back in, lost 30 laps. Clark out—stopped the car, won't move. The bad gear overheated the motor. Bonsey has overtaken Carbonell. 20 seconds to go! Mabry is out. The finish! Beach, 408; Willits, 399; Bonsey, 362; Carbonell 357.

Beach's car ran so smoothly that the motor was cool! Ray Gardner proved this by putting his tongue on it. John drove the main event the same way he drove for qualifying. Like a dream! There was no beating him, and Willits drove his heart out trying! Bonsey just stayed with it and outlasted the rest of the field to cop 3rd place.

The Gasparilla pirates drove like fiends to keep the main bulk of the booty in the Tampa Bay area, and they well deserved it. If I were giving a trophy it would be to the whole bunch of them. I spent 18 straight hours in Stan's Hobby Shop (at times with up to 150 people milling around) and every minute was pleasant. There was no profanity, no angry words; nothing happened that spoiled the day! It's easy to talk about a fist fight or a vile argument but what do you say when there's been nothing but good clean fun!

Stan and Roz Cole, stand up and we'll all give you a round of applause for a very difficult job very well done. The next time Champion has an Arco Race ask me again!

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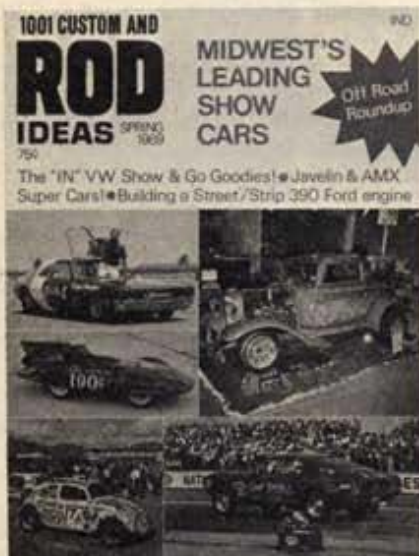
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THE TECH SHEET

Hooray! Finally it looks like the price of motors is coming down and I'm all for it. Champion announced the "Big Chiefs," which are nothing more than their 20 and 25 dollar motors with all the good features like unmeltable endbells, etc., (as far as I can tell by inspection!) for \$14.95! Available in wire sizes from #25 to #28.

Mura brought out the "B" production motor at \$9.95, which is all new, and followed it with the announcement of a "Team Cukras" motor kit for \$14.95, which is nothing more than their expensive Cukras motor unassembled. A couple of days later the notice came that Mura would market the "Super Bee" motor for \$15.95, about late May or early June, which would be a hot version of the "B" production motor with #24 and #25 wire.

The average slot racer is now getting quality unattainable two years ago at the price he would have paid two years ago.

The whole hobby industry is going through a change and the lower prices is just one reflection of this transition. The 1/24th slot racing manufacturers are expanding into other scales such as H.O. (Champion and Mini-Wheels) and into other lines of the hobby industry. Mura, for example, is testing the market for sales of toy railroad motors.

Let's put these other subjects aside and just attempt to analyze the 1/24th commercial slot racing market.

Anyone who has been around awhile knows that the number of commercial slot racing tracks have been declining to the point where now only between ten and fifteen per cent are still open from what there was say three years ago.

The high cost of racing is probably a cause for a lot of the tracks closing, but I think only a contributing factor. I feel that because slot tracks require large building spaces, which in turn means high rent and other high overhead costs, along with the manufacturer's "accelerated" obsolescence (what is "hot" today is obsolete next week or even tomorrow) could be counted as more valid reasons for the track closures.

With the new, cheaper motor prices, I'll grant you some people will buy two fifteen dollar motors where they would have bought only one motor for say \$25.00. With a greater sales volume the unit cost of manufacture goes down and this is good, but these lower costs, while mighty welcome, are just treating a symptom and not affecting a real cure. It's like giving a man with a broken leg an aspirin to relieve some of his discomfort but the leg still must be "set" and put into a cast to "cure" him. So it is with commercial slot racing. It's nice having the same people buying more motors and equipment (I'm all

for it) because of lower prices, but what is *really needed* is more people actively racing so the existing tracks will become good profitable business ventures, which in turn will attract other businessmen to open up new tracks. Then the manufacturers will have a substantial increase in volume (with a *real* lowering of unit costs) through a greater number of outlets and the whole industry will be healthy and happy.

All of this sounds very "rosy" (and academic as all fundamental economics tends to be) but it just isn't happening today and the reason it isn't happening, in my opinion, is because tracks today are not actively trying to recruit new fans to the hobby.

Manufacturers spend their advertising money on pro-type races which only appeal to a small segment of the existing consumers, in the way local races sponsored by the various tracks around the country appeal only to a larger segment *already active* in slot racing.

The track owner should go out to where kids are, and not wait for them to come to him. There are various organizations, like Cub Scouts and Boy Scouts, or a certain grade level at a local school that could be invited to a track for a night of free track time, with cars and controllers furnished, to introduce new people to slot racing. This is the first step in the recruitment program and it doesn't cost all that much to initiate it. Tracks usually are closed one night a week so this is the night to invite people in.

The next part of this program is to start an "in training class," seminar, racing clinic—call it what you want. This is a group gathering where the owner himself, or one or two of his better local drivers and car builders, shows the new fans how to do all of the various things like soldering, re-winding and assembling of motors and frames.

The track owner should either pick the slowest racing evening or maybe a Saturday morning when the track is normally closed to conduct these classes.

The owner can "pay" his instructors with free track time and enliven the class with free track time to test out new frames, etc. the class members have just completed.

Impromptu races with free track time for the race and free track time as its prize for winning is a good idea.

I want to clarify this free track time. Every track I've ever observed has only about thirty per cent or *less* of its lanes in use, except on maybe Friday or Saturday evening. Anytime a lane is not in use it isn't making money, so if it is put to use at no cost to the driver, the owner really isn't losing money and at the same time the owner isn't making money so this seventy per cent of idle lane time is truly a free commodity. If this free track time is used in conjunction with a training class, the owner does derive revenue because he did make a profit

on the motor and various items he sold the youngster to build his car.

This training and recruitment program is not just some wild idea of mine, because I've seen it in action and I know it works when properly administered. I participated in a program similar to this about two years ago and found it was a bit too successful because I had more pupils than I could handle in my limited spare time and I don't even own a track or hobby shop.

I was simply donating my time, as other men donate their spare time to civic organizations or Boy Scouts.

When I go around visiting tracks, I find slot racers, old and young alike, coming up and asking me questions and then before I know it I've gathered a group around me, and I am in effect conducting a sort of class.

In my opinion, track owners in general have failed to exploit this aspect or technique within their own enterprise. The next time one of your young customers "Mister Track Owner," comes up and asks you to fix his guide flag or solder on a wire you'll realize just how valuable a training program would be and how much time it will save you in the long run. A training program not only assures you of a constant new group of people entering the hobby, but it instills confidence as well as knowledge.

One inescapable fact is that children (as well as many adults) need, yes, even sometimes *demand* direction or supervision to develop their talents and sustain their interest. Motivation to sustain the customer's interest must come from the track and its programs.

Big pro races and local race programs may have their place in slot racing (but I doubt their value!). The bread and butter trade of the kids is the life blood of any track, and training programs will assure this steady track income—even increase it.

One of the most successful techniques I've seen is practiced by Revell Raceways where impromptu unscheduled races are held anytime a sufficient group of drivers is present to fill the track and a half-hour free track time is the winner's prize.

All of the above discussion is directed to track owners and their role in what should be done, but as just Joe Average Slot Racer, what can you do?

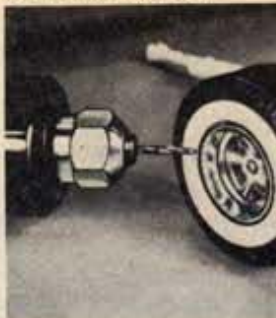
Well, the track owner has an obligation to serve you but at the same time, whether you realize it or not, you have a responsibility to support him. You both have mutual interests. If he goes out of business, you lose also because you won't have a place to race. It is vitally important to you to see that a training program is started at your local track and support its activity in any way you can.

I'm not being philosophical when I say you are the one who determines the prosperity of this industry, all the way from the manufacturers to your local track level, and you ultimately determine the sales volume and indirectly the price of every part and piece on that car you're now running.



Build models like a pro - with a Dremel Moto-Tool

Drill small holes in brake drums and other parts



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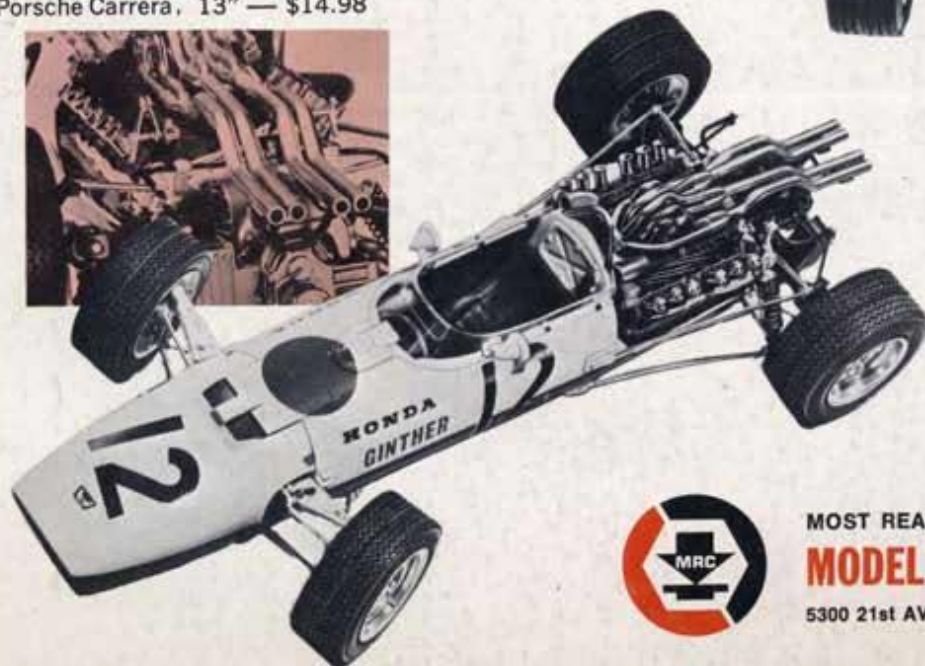
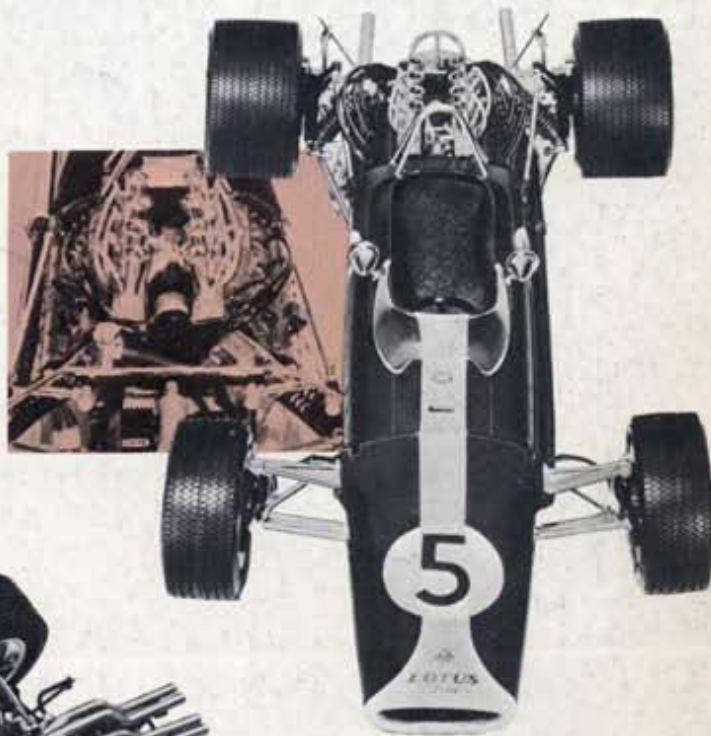
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